

small air forces observer

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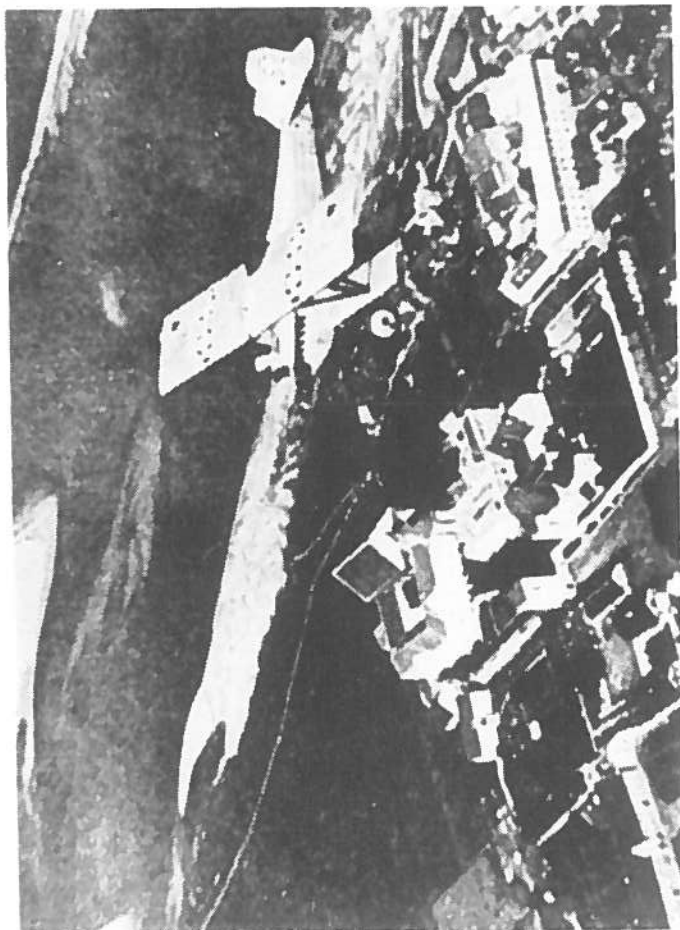
**POLISH AIR FORCE IN 1/72 SCALE
LATVIA 1940
LATVIAN BRISTOL BULLDOG
LITHUANIAN AIRCRAFT
IRAQI AIRCRAFT 1990**

vol. 14 no. 4 (56)

October 1990



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SMALL AIR FORCES OBSERVER

The Newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the aircraft of the smaller countries". In support of this goal, the SAFCH encourages international cooperation in researching the history of aviation on all aspects of aviation, both military and civil, from all periods of time, and for all the smaller countries. In return for this support, members are asked to submit occasional progress reports for publication in the SAFO. While the final results should appear in the most prestigious publication possible, it is requested that the SAFCH be mentioned (with address) in the article and that SAFO be afforded the opportunity of reprinting the material.

SUBSCRIPTION RATE: Subscription to the current volume of the SAFO is US \$9.00 for 4 issues per year in the USA and \$10.00 elsewhere via surface mail. For air mail delivery, add \$8.00 for Europe and Latin America or \$11.00 for Asia, African, and Australia. Payment should be made in cash, by International Money Order, or by a check from a bank with a subsidiary in the US. (There's a \$25 charge to cash a check from a bank without a US subsidiary.) New subscriptions begin with all issues of the volume current at the time payment is received; if you desire otherwise, please specify with your payment which issues are desired. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA. You can also have your bank transfer money directly to my bank: Coast Federal, Los Angeles, 3220-7021-3; credit to James V. Sanders, Account #03105350.

BACK ISSUES: Either Back issues or Xerox copies of out-of-print issues are available for all issues of the SAFO published. For a list of back issues and their costs, see the "SAFCH Sales Service" sheet in this issue. For a list of all issues and their content, send two 1st class stamps (or 2 IRCs) to the editorial office.

SPONSORSHIP PROGRAM: To keep the SAFCH truly international, our Sponsorship Program allows persons who can not obtain US currency to receive the SAFO. Any SAFCH member interested in sponsoring a SAFO subscription for a person in Eastern Europe (or other country where it is impossible or difficult to obtain US currency) should write to the editorial office for a

list of persons seeking sponsors. If you would like to receive the SAFO but can not obtain US currency, a list of SAFCH members looking for someone to sponsor is also available from the editorial office.

SAFO is distributed in England by Midland Counties Publications, 24 The Hollow, Earl Shilton, Leicester LE9 7NA; and in the USA by Bill Dean Books, 166-41 Powells Cove Blvd., Whitestone, NY 11357. Additional distributors in both of these countries and in other countries would be most welcome.

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LOST MEMBERS: Anyone knowing the whereabouts of the following 'lost' SAFCH members please inform the editorial office (last known address included): Bruno Dauzie, 1 rue des M. de Chateaubriand, 94490 Ormesson, France. Alain La Pierre, PO Box 2102 2102A, Les Delicias, Maracay, Venezuela. Michael Parr, #124 101 Tabor Blvd., Prince George, B.C. Canada V2M 6Y1. Ron V. Ferreyra, PO Box 1612, Chula Vista, CA., Richard Harrison, "Halcyon", RD 3, Box 3639A. Stroudsburg, PA.

SAFCH/MAI KIT: Plans for the SAFCH 1/72-scale kit of the Fokker C.VD/E are going smoothly; the master model is under construction by one of our members and another has agreed to do the scale drawings for the instruction sheet and box art. There is still a lot more to be decided. How many and which variants will be included in a single kit has yet to be worked out. (I am still lacking drawings for the inline-engine version. Can anyone help?) More importantly, the person who will be doing the injection molding has not been "signed on the dotted line", although MAI will soon be testing his reliability with their next kit.

Whether to include decals with the kit and/or make them independently available has not yet been decided, nor has the subjects of any decals been chosen. I would like to involve all SAFCH member in these decisions in two ways:

(1) **DECAL SURVEY:** I invite each and every SAFO readers to send me a post card (or letter) listing the countries whose markings you would like to see available with the kit.

(2) **KIT CONTEST:** If you have a favorite Fokker C.VD/E color scheme you would like to see included on the decal sheet, send a photo or drawing of this scheme to me along with mention of the source of the scheme. I'll publish any original drawings in SAFO and will award a free C.V kit to the member submitting the most unusual (authenticated) scheme.

The last date for the receipt of the above informa-

tion is 1 January 1992.

RENEWAL TIME: Another year is coming to an end and it is time to renew your subscription for 1992. The subscription rate remains unchanged so SAFO will still provide you with the most information for your hard-earned dollar. Please return the enclosed renewal form (or a copy of the form below) immediately. If you have aviation friends overseas, please consider sponsoring a SAFO subscription for them.

COVER COMMENTS: Our commemoration of the 50th anniversary of the activities of the small air forces in WWII continues in this issue with the story of the Royal Hellenic Air Force's fight against Axis invaders. The cover photo shows a RHAF PZL P-24, "delta"-116, shortly after delivery but before being camouflaged. Roundels are carried on the upper and lower wing surfaces. Wheel fairing were later removed. (via IPMS-Greece)

SMALL AIR FORCES OBSERVER
27965 Berwick Dr., Carmel, CA 93923

1. Subscription to Volume 16 (\$9.00 USA; \$10.00 surface mail elsewhere; air mail \$15.25 to Latin America, \$17.25 to Europe, \$19.25 to Asia/Africa, \$19.75 to Pacific Rim)

2. Donation to help meet editorial and sponsorship costs.

3. Amount enclosed (add lines 3 & 4).
Make checks payable to SAFCH/Jim Sanders

To prevent interruption of service, please return by 1 January 1992.

AUSTRALIA

AUSTRALIAN PLASTIC MODELLER'S ASSOCIATION (APMA, PO Box 51, Strathfield, NSW 2135; 4 issues sea mail A\$27; air mail A\$30). 1/91 (24 pages) "New Colours: A Hornet Update" 4 pages including 2 photos and side-view drawing of RAAF machine. "Argentinian Iroquois" one page with side-view drawing of AE-413 in ambulance markings. "Iberian Air War: Modelling Aircraft of the Spanish Civil War" 11 pages including 8 side-view drawings (Cr-32, He-51B, D-510, S-231, SB-2, DH-60IIIA, DH-89M & He-115A-0) and 3 tables (Republican serials, Nationalist serials, 1/72-scale kits). "Me-110 Nightfighters: Colours and Modelling" 2 pages including 2 side-view drawings and drawings of antennae. "Belligerent Bizjets" 2 pages including 3 side-view drawings of Argentine Learjets.

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Pfenninggeldgasse 18/2/14, A-1160, Wien).

2/91 (32 pages) "Saab 350E Draken" 6 pages including 3 photos, a 2-page 3-view drawing, and a table serial numbers. "KUK Dreidecker" 5 pages including one photo and 4 side-view drawings. (MAG Fokker Dr-I, Lohner Type A, Aviatik Berg Dr, & WKf Dr DType). "Lampich NL XXII/36" 2 pages including one photo and 1/72-scale 3-view drawings for this neat-looking 2-seat trainer.

CANADA

RANDOM THOUGHTS (IPMS Canada, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for US \$16.00 in US \$18.00 elsewhere).

21/4 (24 pages) Nothing of small-air-force interest, but a couple of thought-provoking modeling articles: "Modelling a Late Model Dora" 5 pages on vacuform modeling the Falcon kit. "Pastel Pigments" 2 pages on "painting" your model with pastels. You've got to read it to believe it. "Technical Pens: More than just Drawing" 2 pages on using technical pens in your modeling.

DENMARK

NYT (IPMS Denmark, c/o Bjorn Jensen, Rosenvaegets Alle 6, 2100 Kobenhavn 0; 4 issues for 90 Dkr surface, 100 Dkr airmail).

#52 (30 pages) "BAe Sea Skua" one page with drawings and color information. "Tidlige Yak-Jagere" 4 pages including 3 pages of 1/72-scale drawings of Yak-1/1M/3 with drawings of cockpit and other details. "Cierva C.30 Mollerplanet" 5 pages including 1/72-scale drawings of Danish "M-1".

ENGLAND

IPMS MAGAZINE (Neil Robertson, 'The Prince of Wales', Sheffield Road, Hoyland Common, Nr. Barnsley, S74 0DQ, 6 issues for £12.00. US subscription agent: Wise Owl Publications, 4314 West 238th St., Torrance, CA 90505; \$22.00)

3/91 (24 pages) "BAe Hawk 100 and 200" 2 pages on building the Matchbox and Airfix kits using the Scalecraft conversion set. "The Do-24" 5 pages including 1/72-scale drawings. "Desert Victors" one page including 4 photos of Victor nose art. "Modelling Update 2: Cottage Industry Joins the Gulf (Modelling Accessory) War" 3 pages including 7 photos. "The French Connection" 3 pages

including camouflage schemes for Iraqi Mirage F1s and French Jaguars.

FINLAND

MALLARI (IPMS Finland, PL 798, 00101 Helsinki 10; 6 issues \$20.00, add \$1.00 for airmail and \$1.50 for cashing personal check).

2/91 (16 pages) "Jakovlev Jak-6" 4 pages including 6 photos and a page of 1/72-scale drawings.

GREECE

NEA (IPMS-Greece, PO Box 79167, 175 05 Amfithea, Athens)

2/91 (32 pages) "Greek Spitfires: Part 2" 3 pages including 6 photos, table of serial numbers, and one side-view drawing (Mk XVI). "Sopwith Batboat & Sopwith Greek Seaplane" 5 pages including 6 photos and two 1/72-scale 3-view drawings. "F-5 Freedom Fighter" 5 pages including 6 side-view drawings of Greek machines. "Greek Aircraft from 1912 to 1922" one page including list of 32 types known to have been used by the Greek Army and Navy. [Author's note: Most surprising entry: Sopwith Triplane.]

ITALY

IL NOTIZIARIO (IPMS Italy, CP 182, 41100 Modena Ferrovia; 4 issues 24,000 Italian Lira in Europe or \$18.00 overseas).

1/90 (32 pages) "Polski MiG-29" one page including one photo and sketch of unit insignia. "AMI Starfighter in Technicolor" 4 pages of drawings of two colorful Italian F-104s.

JP-4 (JP-4, CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere).

6/91 (98 pages) "Aeronautica Argentina" 13 pages including 25 color photos (Skyhawk, T-34, MS-760, IA-63, Pucara, Dagger, Mirage III, S-61, F-27, Super Etendard, Electra, S-2, MB-326, C212, Puma, & MB-339). "Verso una Securite Civile Italiana" 9 pages including 7 color photos (CL-215, G-222, CH-47, C-130, & S2).

7/91 (98 pages) "Il Vecchio Crouze" 4 pages including 5 color photos of french F-8E(FN). "Dragon Hammer 91" 2 pages including 6 color photos (Turkish & Greek F-4s and Portuguese G-91). "Un Congedo Storico" 2 pages including 6 color photos of ex-East German aircraft in Luftwaffe markings (MiG-23, MiG-21, Mi-24, MiG-29, & Mi-14).

POLAND

AERO TECHNIKA LOTNICZA (Hobby Centrum, Szekspira 4/248, 01-913 Warszawa. 12 issues US \$32.00.)

2/91 (44 pages) "Macchi C-202" 15 pages including 13 photos, 2-page cutaway drawing, 2 pages of 1/72-scale drawings, 2 pages of drawings of details, and 5 color side-view drawings. "Svenska Flyvapnet" 4 pages including 4 photos, 2 tables, and 6 color side-view drawings. "IAR-99 Soim" 2 pages including 2 photos and 3-view drawing. "AH-64 Apache" 2 pages with 15 photos. "Samoloty w Szkole Orlat w Deblinie" 3 pages with 14 photos of aircraft destroyed at Deblin in September 1939. "Afera Languedocow" 3 pages including 3-view drawing of SE-161 Languedoc.

3/91 (44 pages) "RWD-8" 17 pages including 18 photos, 3 pages of 1/72-scale drawings, 4 pages of 1/48-scale drawings, one page of side-view drawings, and 5 color side-view drawings. "YF-22A" 2 pages including 4 photos and a 3-view drawing. "Mi-14PL" one page with 7 photos. "Canadian

Armed Force Air Command" 4 pages including 2 photos, 4 tables, and 6 color side-view drawings. "Grumman Martlet w Wielkiej Brytanii" 5 pages including 4 photos, table, and 7 side-view drawings. "Stahlwerk Mark MS-IIb Aviatka" one page with one photo and 3-view drawing.

4/91 (44 pages) "Harrier" 19 pages including 5 color photos, 9 b&w photos, a 2-page cutaway drawing, 6 pages of 1/72-scale drawings, and drawings of instrument panels. "Wojna w Zatoce Perskiej" 4 pages including list of units and aircraft used by all combatants in the Gulf War and 8 color side-view drawings (Iraqi Su-25, MiG-29, Mirage F1; French Jaguar; RAF Tornado; USAF F-117A; Saudi Arabian Tornado; & Kuwaiti A-4). "Samoloty na Lotniskach Radom-Sadkow i Krakow-Radowice" 2 pages with 10 photos of aircraft destroyed at Radom and Karkow in September 1939. "Skad sie Wziela Szachownica" 2 pages including Albatros D-III, Hansa-Brandenburg D-I, and Fokker D-VIII with early use of the Polish chessboard insignia. "Spad S-51 Kabina Pilota" one-page drawing of S-51 cockpit.

ROMANIA

MODELISM INTERNATIONAL, CP 33-126, Bucharest, ROMANIA (6 issues for US \$24 in any convertible currency).

2/91 (48 pages) "Hansa-Brandenburg C-I" 7 pages including 5 photos and 4 pages of scale drawings and color side-view drawing of Romanian HB C-I.

SOUTH AFRICA

GOLDEN JAW (IPMS Johannesburg, PO Box 84606, Greenside 2034; subscriptions on application.)

#5 (28 pages) Report of the South African 1990 National Model Contest. Nothing of small-air-force interest, but a great editorial about why we model, why enter contests, and how contests should be judged. The author makes the most sense on this subject that I've read in a long time. I'll send a copy of this 5-page article to anyone sending a legal-size SASE (or 2 IRCs).

#6 (24 pages) "Atlas Cheetah" 3 pages on modeling the Cheetah by including one color photo, 2 b&w photos, and a 1/72-scale 3-view drawing. "Unusual Spitfire PR IV Colour Scheme" 2 pages including 2 photos of and PRU blue and white aircraft. "SAAF Mirage F1AZ" 4 pages including 5 photos and 2 pages of drawings of aircraft '236'.

SWITZERLAND

VIRUS PLASTICUS (IPMS-Switzerland, c/o Mathias Weichelt, Zelgstrass 27, 3027 Bern; 4 issues 35 SFr)

2/91 NEWSLETTER (15 pages) This "newsletter" contains information only of interest to IPMS-Schweiz members. I don't know what has happened to VIRUS PLASTICUS.

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$25.00 USA or \$30 overseas).

#133 (122 pages) "The First Burgess Dunne" 11 pages including 17 photos and three 3-view drawings. "Grigorovich" 17 pages including 32 photos, 4 side-view drawings, 2-page scale drawing of M-5, and scale drawings of M-9. "Orenco Airplanes" 11 pages including 7 photos, 8 small 3-view drawings, scale drawings of Orenco D and Orenco F. "Museum der Schweizerische Fliegertruppe" with

SAAB SAFIR: THE STORY OF A TRAINER, Anders Annerflak and Christer Sidelov, Aviatic Forlag, Box 56, S-126 21 Hagersten, SWEDEN. 17 cm by 24 cm, 160 pages, hardbound. 118 b/w and 18 color photos, various drawings, sketches, etc.

It is said that one shouldn't judge a book by its cover. But, here is a book where the content is as excellent as its excellent cover.

THE STORY OF A TRAINER describes the history of SAAB's successful little trainer from its inception in February 1944 up to the present time. The chapters on the aircraft's service with the air forces of Sweden, Ethiopia, Finland, and Tunisia are very informative with excellent photos. For some reason, Norway and Austria get scant treatment. Several good chapters also describe the civilian service of the Safir, again with excellent photo coverage. An extensive table gives the history of every Safir built.

Although the text is in Swedish, all photo captions are in both Swedish and English. This book should, therefore, be of interest to many readers outside of Sweden.

With the appearance of a book on the Safir, and the soon to be published book by Sven Stridsberg on the Lansen, the only major Swedish aircraft not covered in book form are the SAAB 17 and SAAB 105.

Leif Hellstrom (SAFCH #786), Servitutsvagen 3, S-145 59 Norsborg, SWEDEN.

THE RNZAF IN SOUTH-EAST ASIA 1941-42, H. R. Dean. Official History of New Zealand in the Second World War, 1952. \$3.60

This reprint, available from the Merriam Press (218 Beech ST. Bennington, VT 05201), describes the combat activities of Nos. 243 and 488 Fighter Squadrons (Buffaloes and Hurricanes) and of No. 62 Bomber Squadron (Hudsons) operating in the defense of Malaya and Singapore. Also described are the operations of No. 67 Fighter Squadron (Buffaloes) over Burma. A section on No. 1 Aerodrome Construction Squadron describes an important military activity that is usually ignored in aviation histories. The narrative ends with the

retreat to Australia via Java and India.

The text is supplemented by a pair of very useful maps and 15 photos. The reproduction of the photos is very poor which is unfortunate since included are some very interesting views of the Brewster Buffalo and the only photo I've seen of a Hurricane in Malaya.

Written shortly after the end of WWII, this history is somewhat dated, particularly when describing Japanese losses. However, when describing New Zealand activities it has an engrossing immediacy that is lacking from more recent histories.

[Editor's Note: Ray Merriam is once more trying a new publishing format: the "Military History Archives Bulletin". Ray explains that he has come to the realization that his customers are very much interested in "reprints of old, rare, hard-to-find manuals, publications and the like". Therefore, he has started the Military History Archives and the BULLETIN will consist mainly of an annotated list of reprints available from the MHA (16 pages in issue number 1). The MHAB is published monthly; \$1.00 per copy; \$10.00 per year. Send order with payment to Merriam Press (address above).]

CESSNA A-37B DRAGONFLY. Fundacion Aeronautica de Chile Monografia #1, 1990.

From Chile comes the first of a promising new series which will cover aircraft in service with the FACH. The Chilean A-37B Dragonfly is covered in 24 pages (plus centerfold) including Spanish text, 22 magnificent color photos, an excellent 1/72-scale 4-view drawing, a color 4-view drawing, 4 color side-view drawings, and 4 color squadron insignia. The well-reproduced color photos show Chilean Dragonflies cavorting above (and among) some of the most ruggedly beautiful scenery in the world. All three color schemes carried by Chilean A-37As are shown in photos and drawings. There is also good color coverage of exterior and interior details.

[Editor's Note: For the first time I've noticed the wire-mesh screens that hang from the lower lip of the jet intakes when the aircraft is parked and retract backward under the intakes when the

aircraft is airborne. Can anyone tell me if these cover the intakes when the aircraft is taking off? Hasegawa makes a nice kit of the A-37A/B, but this mesh is molded into the lower fuselage. Since they would be difficult to reproduce in 1/72-scale, perhaps one of the firms specializing in photo-etched parts could do these.]

The review copy was provided by Patrick Laureau (SAFCH #696) who is involved in the production of this series and who writes: "There will be four issues each year with the next subjects being the Hunter, F-5E, Mirage 50, and CASA C.101. Aircraft no longer in service will also be covered. Individual issues cost US \$10.00 and can be obtained from Fundacion Aeronautica de Chile, Casilla No. 50.900 Correo Central, Santiago de Chile. A two year subscription (8 issues) is available for US \$60.00 from the same address.

[Editor's note: Patrick mentions that the SAFCH can purchase copies for \$6.00. If you're interested in this series and don't mind waiting, send \$7.00 per issue desired to SAFCH. If there's enough interest, I'll order available issues and put in a standing order for future issues. If not, I'll order just what you've paid for.]

OS AVIOES DA CRUZ DE CRISTO, Lopes & Costa.

This book on the Portuguese Air Force from 1913 to 1988 was reviewed in a recent issue of the French magazine AIR ACTION. "Format 300 x 216 mm, 1890 pages, 252 photos en N&B, 50 photos en couleur, 58 profils couleur, texte en portugais, prix 6000 escudos (about US \$41.00). Dinalivro, Travessa do Convento de Jesus 15 R/C, 1500 Lisbonne, Portugal."

[Editor's Note: This review was sent by Jean-Yves Goffi (SAFCH #427) who writes, "The address given to order the book is correct, but they do not answer to individuals and you must order the book through the intermediary of a specialized bookshop." This book sounds great, so if anyone knows a source, let me know and I'll pass it on to our readers.]

-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-wants&disposals-

"I am getting very deep into the research on the Sino-Japanese War. I am now at the stage of listing the participants of each air war between China and Japan (e.g. pilots names, aircraft types, serial numbers, camouflage, markings). However, I can always use additional help from fellow SAFCH members."

D. Y. Louie (SAFCH #544), 1 Irving Place G-16D, New York, NY 10003-9706.

"I read with interest the articles on Argentine Ducks in SAFO #21 and #47. Since I am planning to do an Airfix Duck in Argentine colors, I was disappointed that no information was given on the color of the upper wing surfaces. May I share my speculations with our readers?"

"A photo in JANE'S 1938 (page 4B in the historical section) shows a line of Grumman Ducks in a very

pale livery (which is certainly not silver but more likely a light grey) with very dark upper and lower wings. If the photo were taken with orthochromatic film, this would indicate chrome-yellow. Since these airplanes came directly from the Grumman plant, they might have carried a US Navy scheme. "This is my deduction. Can anyone support (or contradict) it?"

Christian Hotte (SAFCH #902), 24 Rue de la Picaudiere, 44470 Carquefou, FRANCE.

Artist needed to do drawings for a SAFO article on Latin American aircraft. Contact editorial office.

Information needed by SAFCH members: Indonesian and Saudi Arabian A/B-26 Invaders for projected "In Action" book. Write either Leif Hellstrom, Servitutsvagen 3, S-145 59 Norsborg,

Sweden or Daniel Hagedorn, PO Box 682, Centreville, VA 22020.

I am currently receiving an extra copy of each issue of the excellent Czechoslovak magazine Letectvi + Kosmonautika. A friend in Czechoslovakia has been sending these to the SAFCH in response to a member's expressed interest in subscribing to L+K through the SAFCH. So far, no one has stepped forward to accept these magazines. If you want L+K from the beginning of 1990, send \$40.00 to the editorial office to cover the cost of the 26 issues of this year and the first big batch of magazines will be on its way to you via return mail.

"I want to let you know of a French Monthly magazine **39-45 Magazine**. Some of the articles should be of interest to SAFO readers: #36 'Lafayette escadrille African imbroglio'; #38 '1939-1945 Air war over Switzerland'; #42 'Dutch Marineluchtvaartdienst at war with Japan'; 'Polish bombs on Dantzig'; #45 'October 1940-April 1941 Greek aviation at war'; #51 'Groupe de Chasse II/5 Lafayette'.

"All articles are in French. For more information, write to the editor: Editions Heimdal, BP 126, F-14404 Bayeux Cedex, FRANCE." Christian Hotte (SAFCH #902), 24 Rue de la Picaudiere, 44470 Carquefou, FRANCE.

FLAP INTERNACIONAL, 2/90. This issue of this familiar magazine is devoted entirely to the aircraft of the Força Aerea Brasileira. Included are color photos of AMX, F-5E, Mirage III, Xavante, C-130, Tracker, Learjet, and KC-137. Color photos or drawings of 7 squadron badges are also included. Address: Rua Prof. Arthur Ramos, 183-10-andar-edificio ACAL-CAP 01454, Sao Paulo, SP, Brazil. review copy courtesy IPMS-Brazil.

AERO TECHNIKA LOTNICZA, 4/90. "Because of the Economic changes taking place in Poland, 'Technika Lotnicza', a monthly publication published for 45 years, has become 'AERO Technika Lotnicza' a monthly devoted to aircraft enthusiasts, historians, modelers, etc., rather than strictly aircraft technicians and engineers."

A glance at the new format immediately reveals that the editors of AEROHOBBY (see SAFO #55) have combined forces with Technika Lotnicza to produce a magazine that should appeal to a much wider audience than the old format. All the articles promised for AEROHOBBY #2 appear here: a monograph on the P-24 with photos, scale drawings, side-view of development history, color side-view drawings (Bulgarian, Romanian, Turkish, & Greek), and a color painting on the cover of a Greek P-24 attacking attacking an Italian CANT Z.1007bis. Also, from AEROHOBBY is a scale drawing of the Caproni Ca-87 marked "Polonia" for an attempt to cross the Atlantic, the

second part of the series "Air Forces of the World" with a center fold consisting of color side-view drawings of ten current aircraft of the Royal Air Force, and a page of sketches of the LWS-3 Mewa reproduced from a 1939 magazine. Most of the other articles are of general aviation interest with only a few technical articles in the style of the older magazine.

While the language is intimidating, the scale drawings are first-rate, the color work interesting, and the photos and tables are very understandable. The editor promises to in the future to publish "at least" the captions of photo and drawings in both Polish and English. The correspondence address is: AERO, skr. poczt. 8, 00-930 Warszawa 71, Poland. Sample copy courtesy of the editor.

NEA 2/90. IPMS-Greece produces a very nice magazine. Included in the 16 pages of this issue are articles on a Tiger Moth at a Greek training school in 1938 and a Greek Camel used during 1919-20. Both these articles have drawings displaying the color scheme and marking. Other articles cover the Greek APC AMX-10P (including 1/35-scale drawings and camouflage scheme) and Bombardier ILTIS with the Canadian forces on Cyprus (including 1/35-scale drawings and color photo).

The IPMS-Greece magazine is printed on high-gloss paper which allows for excellent photo reproduction. I you think I figured out the content on the basis of my understanding of the Greek language, you are mistaken; there is a one page summary in English.

AIR FAN, August 1990. Gorgeous color photos on high-quality glossy paper - that's AIR FAN. This issue has a strong small-air-force content: "Les Deltas Belges ont Vingt And" includes 4 color photos (2 camouflaged & 2 in commemorative colors). "Magyar Legiero" 8 pages with 14 color photos (MiG-21, MiG-23, Zlin 43, Su-22, Let L-410, Mi-24, Mi-8, An-25, & An-26). The Hungarian Air Force was still using the red-star insignia at the time these photos were taken. "Le TTTE de Cortesmore" 8 pages including 16 color photos of West German Tornados. "Ciaou! Vamp" 4 pages with

10 color photos of Swiss Vampire/Venom. "La Fuerza Aerea Paraguaya" 6 pages with 11 color photos (Xavante, Tucano, Uriapuru, T-6 Texan, CASA C-212 Aviocar, Douglas DC-3/C-47, HB-350 Esquilo, and PBY-5A). "Damn we're Good" 4 pages with 12 color photos of Air National Guard CH-54A.

Review copy supplied by Jean-Paul Garcia (SAFCH #573).

AEROPLAN, Air Press, 'Aerodrom Portoroz', YU-66333 Secovlje, Yugoslavia; 6 issues US \$32.50). "I've recently come across a 'new' magazine which should be of interest to SAFO readers. The text is in Serbo-Croatian, but the most recent issue contains an English summary. The subscription price is pretty steep by any standard, but it might be possible to work out a swap with enthusiasts in Yugoslavia."

4/89 (32 pages) "Tanderbolt" (sic) 11 pages including 13 photos, 4 pages of drawings and 1 colour profile of YAF P-47Ds. "PZL-104 Wilga" 5 pages including 6 photos, 2 pages of drawings and 1 colour profile of Yugoslav civilian Wilgas. "Avia S-92 Turbina" 4 pages including 4 photos and drawings. "Yugoslav Airliners" 6 pages including 10 photos and table of registrations.

3/90 (44 pages) "Hidroavion Beaver DHC-2 Mk.I" 8 pages including 8 photos, 3 pages of drawings and 1 colour profile of YAF Beavers. "Lightning P-38" 7 pages including 9 photos and 2 pages of drawings of the YAF P-38L. "1945 Military Aviation" 2 pages with one photo, 2 colour profiles, and unit list of YAF II-2 and Yak-3 in spring 1945. "MMS-3 domaci taxi avion" 4 pages including 6 photos, one page of drawings, and one colour drawing of 1936-vintage air taxi. Colour photos: YAF Super Galebs, Orao, MiG-29, and Ikaras T-451MM. A 2-page English summary and 11 pages of modelling information complete this issue.

Leif Hellstrom (SAFCH #786), Servitutsvagen 3, S-145 59 Norsborg, SWEDEN.

-kits-

MPMAVIA B-135, 1/72 vacuform. If there was ever a kit that was ideal for the small-air-forces enthusiast, this is it - a Czech fighter used by the Bulgarian Air Force! While a lot of modelers are put off by vacuforms, this kit would be a perfect "starter" for even the most skeptical; the shapes are simple, the detailing is excellent, and the kit comes with injected plastic parts for smaller components. The Avia B-135 was a retractable-landing-gear production version of the B-35 prototypes. After the Germans took over Czechoslovakia, they directed the Avia works to continue development, and in 1943 the twelve production B-135 were delivered to the Bulgarian air arm, where they served as interceptors and were stationed near Sofia.

The MPM kit of the B-135 is ideal for a first vacuform: The detailing of fuselage ribbing and panel lines is as good as many injection-molded kits, breakdown of parts is straightforward, and the low-wing monoplane format makes construction easy. A few words of caution: Thin the trailing

edges until they're razor sharp, and be very careful with the fuselage width - I wasn't, and that made the canopy too narrow (I molded a new one using the kit part as a master). One trick I used might help others: There are a lot of things in the engine area that would benefit from being added after painting, e.g. intake screens and exhausts. I found that the rectangular radiator bath under the nose was easy to cut away after the fuselage halves were joined. That left a nice hole through which all the odd bits could be added later. This also avoided a masking problem for the radiator bath itself; just paint it with Metalizer silver and pop it back into place after the other painting is complete.

One odd thing about the kit: A second radiator, an airfoil-shaped item on the leading edge of the port wing, is shown, but I could not find evidence of this on any photo of the B-135 (although it was on the B-35 prototypes). I omitted it. The decals are very good (they are particularly useful for serial numbers and trademarks), but the white background to the Bulgarian "X" of the period was on the creamy

side. It's simple to make a template for an "X", spray some black "X"s on white decals, and then cut them into squares. MPM correctly shows these insignia with a black pinstripe borders, but this is even easier to produce: Cut black decal slightly larger than the white blocks, put them on first, and then lay the white blocks on top. I used Superscale solid color sheets, and the white was dense enough to prevent the black from showing through.

MPM kit are available from Eastern European pen pals, but I've also seen the B-35 and B-135 advertised in English model magazines as a (German) Karo-As release. While I haven't seen this version, I suspect that it is the exact same thing.

Try this one - most of your modeling friends will be hard put to identify either the plane or its insignia.

Jim Maas (SAFCH #411), 7 Lexington Court, Clifton Park, NY 12065.

THE POLISH AIR FORCE IN 1/72 SCALE

Paweł Przymusiła and Przemysław K. Musiałkowski

The following series of articles are intended for the modeler who wants to build accurate representations of the aircraft used by the Polish Air Force in September 1939. The discussion is restricted to only the best known and most readily available 1/72-scale kits. The number of kits produced over the years that can be done in Polish markings is considerable (e.g. Replica's Potez XXV, Frog/Novo's Fokker F-VII), but the authors believe that restricting the discussion to the principle aircraft types would be most useful to a majority of modelers.

We have assumed that the readers have a nodding acquaintance with Polish aircraft and that they have access to the basic literature on these aircraft. The articles are designed for the modeler who wants to build an accurate model, but who does not necessary want to get into "super detailing". Modeling is a private business and we do not want our suggestions to interfere with your pleasure. For this reason, we will avoid the presentation of specific techniques and accessories.

We hope that our articles will be helpful in the pursuit of your hobby, and we sincerely hope that the non-modeler will find some interesting information herein.

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RWD(LWS)-14 CZAPLA

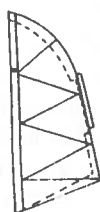
Many articles have been written on ZTS Plastyk's 1/72-scale kit of the RWD-14 Czapla. When it was released in the late 1970s, this kit, the first in their "Mikro 72" series, began a new era in Polish modeling. (Unfortunately, the periods of time separating new releases have been disappointing long.) The Czapla kit consists of 29 parts available in either white or green plastic and 2 clear transparencies. The quality of the molding is rather poor. However, one should not speak badly about the "first-born", and this is probably the only kit of the RWD-14 that will ever be released. The enclosed sketches present details that will help modeler improve his model of the Czapla.

The fin in the kit is correct, but the rudder is absolutely unacceptable; cut off the rudder and scratch-build a new one to the shape shown in Fig. A. The horizontal stabilizer is accurate in shape and dimension, but the surface detail has to be modified as shown in Fig. B. Figure C shows corrections that should be made to the fuselage; these changes will make it easier to detail the cockpits during later stages of work. The last correction, not illustrated, is to the wing. The span is correct, but the chord of the outer wing panels is 2 mm too small (the chord of the center section is correct). To correct this error, cut off the leading edges of parts #14 & #16 along the line of the slats. Cement wings, including center section, together and add a 2-mm insert along the leading edge before reattaching the slats.

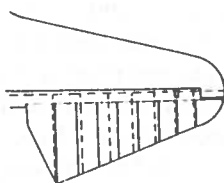
CZAPLA

NOTE : broken line indicates
the lines of model.

A



B

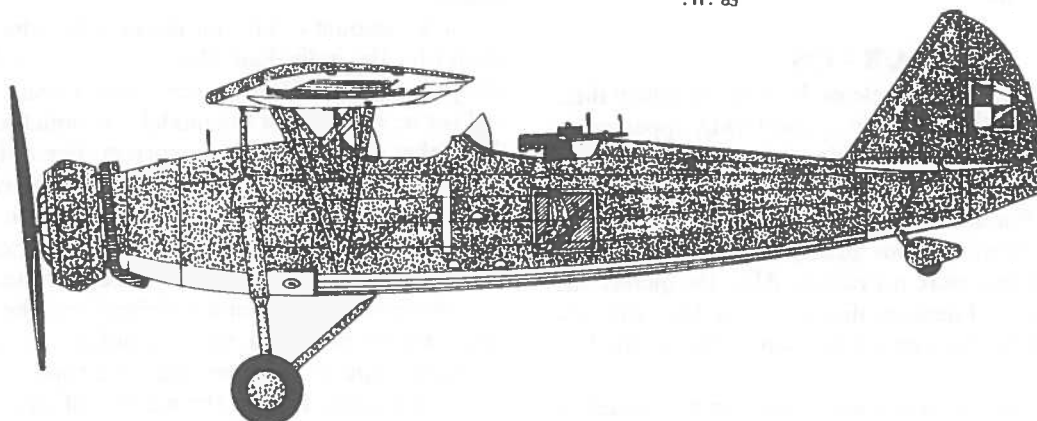


C



9P.89

D



The list of other corrections and improvements is very long. Most of the small parts in the ZTS kit are crudely made and should be replaced by scratch-built items. Since describing all these changes would take up a whole issue of SAFO, I suggest that the modeler consult the excellent drawings by W. Jelen (PLANY MODELARSKIE, #83 1/78) and the 1/72-scale drawings in the booklet SAMOLOTY WRZESNIA 1939 by E. Gajkowski and St. Jurkiewicz.

Modelers are always looking for unusual and interesting color schemes. Unfortunately, there is not much information concerning the color schemes for operational Czapla. The RWD-14 became operational in 1938/39, two years after the special secrecy order was issued, so official photos were never made except for those in the aircraft manual. However, a few photos do exist. One shows a Czapla at a training unit (probably Deblin). Another shows the remains of a Czapla hanging in a tree after being shot down and completely burnt out; only the fuselage framework and engine are visible. Also, there is a flying shot of a RWD-14, but details of painting and markings are illegible. The only other known photo of an operational Czapla shows one in Romanian colors.

The Polish weekly, SKRZYDLATA POLSKA, has published a painting of a RWD-14 in the markings of the 23rd Observation Flight which is said to have been flown by por.obs. Wladyslaw Rewakowicz. However, Polish flyers who served with Czapla units unanimously report that their machines never carried evidence numbers, unit badges, or tactical numbers. The SP painting, redrawn in Fig. D, would really be exceptional if it were real. The author of the SP drawing, A. Opoka, claims his drawing was based on the recollections of Mr. Rewakowicz along with the help of photos.

(With all respect to Mr. Rewakowicz, 50 years after the event, memories can be inaccurate. This is particularly true in Poland after almost a half-century of obligatory silence. Until photos of Mr. Rewakowicz's Czapla are available for inspection, I can not accept this color scheme. SKRZYDLATA POLSKA lost much of its credibility years ago; 50% of its contents would be suitable for an April Fools issue, and it is often impossible to say what is accurate and what is the imagination of the editors.)

It would be very exciting if we could build a model of the Czapla in the markings of one of the five Observation Flights that flew this aircraft in 1939. Seven other Flights used the Lublin R-XIII and a 1/72-scale kit of this aircraft has been released by Model Junior. However, do not forget about the Czapla, one of the most advanced observation aircraft of the late 1930s.

Paweł Przymusiła.

PZL-37A/B ŁOŚ

The PZL-37 Łoś, the third release by ZTS Plastyk in their "Mikro 72" series (after the RWD-14 & Jak-1/1M), appeared in 1983. Molded in light-blue plastic, this kit consists of 74 parts including 6 transparencies and alternate parts for building either the A or B versions. For about the last 4-5 years, this kit has been available in a white plastic of poor quality with the "glass" parts less transparent than they were previously. Also, the quality has become worse because of deterioration of the molds. (Editor's note: The SAFCH Sales Service still has some blue-plastic Łoś kits for sale.)

Plastyk's Łoś received very good reviews in the modeling magazines. According to SKRZYDLATA POLSKA, the kit was on the level with European kits (perhaps they forgot to insert

the adjective "East"). Anyway, it is not possible to build this model without prior "dry" assembly; some parts do not fit together well, e.g. wing halves and fuselage to tail unit). However, the Łoś is accurate in scale with mistakes no larger than 0.5 mm for any of the main dimensions. The greatest problem with this kit is the raised panel lines, but luckily these lines are correctly positioned and can be used as guides for the modeler wishing to engrave panel lines on his model. A modeler wishing to detail the bomb bays should note that during the September Campaign most of the PZL-37 operated with fuel tanks in the fuselage bays and they carried bombs only in the wing bays. The doors of the wing bomb bays have to be moved approximately 1 mm closer to the fuselage and the space between the front and rear pairs of doors should be half that on the kit. The upper surface of the wings is generally correct, although the trailing edges of the tips, near the ailerons, must be filled with putty and the wing walk on the starboard wing must be moved closer to the fuselage. The fairing outboard of each engine should be extended about 2 mm behind the panel line that denotes the rear spar.

One surface detail that has not been shown on any drawings is the corrugated skin used on parts of many Łoś. The wings of all Łoś were covered with stress-bearing sandwich skin consisting of a corrugated heavy-gauge light-alloy sheet of the Wibault-type internal layer and a smooth duraluminum external layer. However, most Łoś had corrugated sheets as the external skin on the ailerons, vertical stabilizer (except for the leading edges of the fin and rudder, the trim tab, and tip), and the horizontal stabilizer (except for the leading edges, trim tabs, and tips). It is possible the fin and rudders of Łoś Abis and B were covered with smooth duraluminum sheets.

The attentive observer will quickly notice several inconsistencies in the Plastyk kit. Although it is said that the kit can be built as either an A or B version, the main wheels are accurate for only the PZL-37B. The A and Abis versions had the wheel hubs covered with a metal cap. This detail was shown in SAFO #51.

One of the more serious problems with the kit is inaccuracy around the engines. The propellers blades are too narrow in front view and, therefore, the wrong shape. The engines are molded in one piece with very crude cowl and crankcase. This should be corrected by cutting out the engine and "cannibalizing" appropriate engines from other models. The metal collar immediately behind the cowling is too large in diameter and there is no representation of the clearance that provides cooling for the engines.

The amount of interior detail to be added to a model is a matter for the individual. However, I personally think the interior provided by ZTS is unacceptable. Details are included that will not be visible after the model is completed and much of the detail that will be visible is incorrect. For instance, the control column should be bent to the left (not to the right), the handles on the control column should be asymmetric (not symmetric) with the port handle shorter. The representation of the panels and instruments are primitive and often unrelated to reality.

According to several publications, the PZL-37 carried three Polish-designed wz.37 machine guns known also as "szczeniak" (pup). However, available photos clearly show many Łoś with Vickers F guns; the number of aircraft so armed may have been as high as 40-50% of the total Łoś fleet.

Paweł Przymusiła.

1939, the EVA decided to acquire additional squadrons of more modern fighters for this command.

24th Mira Dioxeos was formed to accept the first dozen of 25 Bloch 151 fighters ordered from France. However, Hitler's invasion of France intervened and the French withheld the last 16 airplanes for their own defense (11:187). Of the nine that arrived, only six were fully equipped with armament, gunsights, and radios (8:46a). This half-dozen became the operational strength of 24 Mira, the other three being carried as unserviceable (15:27). This squadron was based at Thriassion Eleusinos (Eleusis) for the defense of Athens (11:189). (Figure 4)

The Combat (bomber) Command was established during the last few months prior to World War Two in order to provide the EVA with an offensive arm. Like most of the other commands, this organization was subordinated to the General Commanding Land Forces. It consisted of three squadrons equipped with three different types of light bombers, all provided in the haste that accompanied the approaching conflict. These three squadrons were:

31st Mira Vomvardismou (Bomber Squadron): was established in 1939 to receive the first dozen of 24 Potez 633 twin-engine light bomber/recce aircraft ordered from France. However, only a portion (11) of the order was fulfilled, the French Armée de l'Air taking over the remaining 13 aircraft with the outbreak of the war in September, 1939, (13:150). Like the Bloch fighters, the Potez light bombers delivered lacked bombsights, some armament, and spare parts (8:46a). As a result of the last item, only eight of these new bombers could be maintained in a serviceable status (15:27).

32nd Mira Vomvardismou: Although initially intended to operate the second dozen Potez 633s, these aircraft were not delivered and the Greek government searched for a suitable substitute. The RAF was willing to relinquish 12 Bristol Blenheim Mk.IVs to fill the Greek request. These aircraft were apparently delivered in the standard EVA camouflage colors of olive-green and sand brown over light blue-grey. They were serialled in the "Beta"-250 ("B" for bomber) series. Only one of these fast light bombers was not serviceable a year later when the war finally came to Greece (15:27). (See Figure 5)

33rd Mira Vomvardismou: was formed in early 1940 to operate a dozen Fairey Battle Mk.Is. Originally, in 1939, nine of these relatively advanced, single engined light bombers were ordered, but with the German invasion of Poland, this order was immediately taken up by the RAF. After the initial convulsions of the war, during the "drole de guerre" ("Phoney War") the RAF released a dozen Battles from its production contract (1:133) and they were sent to Greece. These airplanes arrived in the standard RAF camouflage of the day, dark green and stone brown topsides with black undersides and were serialled in the "Beta"-280 series. Two of the dozen Battles were unserviceable on the morning of 28 October, 1940 (15:27).

Thus, when World War Two, in all of its horror and glory, finally came to the peaceful Balkan nation of Greece, it found the Greek Air Force to have equipped itself as best it could, with a multifarious collection of the modern and the outdated. With the touted "daring nature of the Greek people" mentioned by the Greek Prime Minister almost 30 years before, the EVA would not only give a good account of itself, but with the help of the RAF, would render a stinging defeat to the first Fascist nation that attempted to subdue it.

Chapter 2 Esigenza "G"

Hitler always faces me with a "fait accompli." This time I am going to pay him back with his own coin. He will find out from the papers that I have occupied Greece!

Benito Mussolini
Palazzo Venezia, 12 Oct. 1940

The nation of Albania was established as a result of the Balkan Wars early in the 20th Century and during World War One it was made an Italian protectorate. The Italians quickly attempted to extend their influence into northwestern Greece, an area known as Epirus, but were ordered to withdraw by the Allied Conference in Paris in 1917. Although they complied, the Italian interest in the area was now well-established (15:3). Sporadic incidents of terrorism and political confrontation continued through the next two decades, culminating, after Mussolini's annexation of Albania in April, 1939, in overt acts of violence against the Greeks while Hitler's Germany led the rest of Europe into the great conflagration of World War Two.

Mussolini followed Hitler's course, joining in on Germany's invasion of France, attempting to reap maximum benefits from his minimum and tardy involvement, a month after it began. On 10 June, 1940, Italy declared war on France and Great Britain. But the superficial investment yielded little return and while Hitler's power and prestige approached its zenith, Mussolini grumbled and stomped about, frustrated. In an effort to bolster Italy's martial image, on 28 June, he ordered his Libyan Army to invade Egypt.

The Italian military machine was ill-prepared for offensive action, but through the persistent goading of his Libyan Army Commander, Marshal Rodolfo Graziani, he finally got some action. The Italian 10th Army attacked on 13 September but after capturing Sidi Barrani four days later, it halted to regroup and resupply (6:270). Compared to Hitler's roaring blitzkriegs, the Italian advance along the almost undefended North African coast looked stalled. No amount of prodding or humiliation would get Marshal Graziani to move again. So "Il Duce" would have to look elsewhere for a prestige-building victory.

With his East African Army cut off from Italy by the British in Egypt and his campaign against them stalled at Sidi Barrani Mussolini saw only one other opportunity for the elusive glory of victory, An Italian invasion of Greece from Albania. Since July, 1940, the Comando Supremo had prepared "Esigenza 'G'" (Exigency "G") for the occupation of the Ionian Islands (Corfu, Levkas, Cephalonia, Zante) and the Epirus province of Greece (15:4).

Accordingly the Italian Army of Albania was almost doubled in its size during September -- reinforced by 3 divisions of some 40,000 men, 700 vehicles, and 7700 horses (15:6). Similarly the Albanian Air Command, originally starting the war with a Stormo (a 4-squadron wing) of Savoia S.81 fixed-gear trimotor transport-bombers, one Gruppo (a 3-squadron group) of Fiat CR.32 biplane fighters, and a Gruppo of Ro.37bis reconnaissance biplanes (16:19): a force totaling only 61 aircraft. This was reinforced by a Gruppo of the more modern Savoia S.79 trimotor bombers and the fighter group was upgraded to the more powerful Fiat CR.42 biplane and the new but unimpressive Fiat G.50 monoplane (15:7). The Albanian Air Command could rely on strategic bombing support from the 4th Zona

Aeronautica Territoriale (ZAT) based on the "heel" of the "boot of Italy". It could contribute 3 Stormi and a separate Gruppo of medium bombers (14 squadrons) and a Gruppo of Ju.87B Stukas (2 squadrons) to the campaign. This force totaled some 224 aircraft against the EVA's 149 (15:22-27). A complete "Regia Aeronautica" Air Order of Battle is provided at Appendix 2 and depicted on Map 1.

However, even this force -- both on the ground and in the air -- was not considered sufficient for defeating the Greeks. Consequently, when Mussolini announced to his General Staff on the 15th of October that he planned to invade Greece in 12 days they were appalled (6:275)! "Esigenza 'G'" required 20 divisions, not seven! Additionally, the inadequate ports and the primitive roads required the stockpiling of significant quantities of supplies and reserves -- a task that would take three months. Mussolini allowed his generals a two-day extension (6:275).

"Esigenza 'G'" called for a major thrust down the Epirus Plain between the Pindus mountain range and the Ionian coast. The objective was to capture the port of Preveza and with reinforcements and supplies pouring in through that much better facility, then turn southeast and advance upon Athens. Naively, the commander of the Italian Army of Albania, General Sebastiano Visconti-Prasca, acquiescing to the allure of glory, assented, stating that the lack of time prompted Greek preparations as well and that he should have no difficulty opening a campaign with his current forces. He predicted that he would take Athens by the end of the year (6:276)!

General Visconti-Prasca arrayed his army across the 90 mile front in three groups: a corps on the left flank facing the Morova Massif, a single Alpini Mountain Division astride the Pindus mountain range in the center of the line, and two corps on the Epirus Plain (6:283). The Greeks were prepared to meet the major thrusts with a single infantry division on the flank and the plain and would match the vaunted Alpini with a regiment of their own Evzones -- the famous, tough, kilted mountain troops (15:8). In hopes of a quick, blitz-like victory, almost all of the Italian armor and mechanized forces were concentrated in the two corps of the 11th Army -- on the Epirus Plain (6:283).

Chapter 3

The First Week - The Italian Invasion

28 October - 4 November

Fuehrer, we are on the march! At dawn this morning our Italian troops victoriously crossed the Albanian-Greek frontier!

Benito Mussolini greeting Adolf Hitler at the train station in
Florence, Italy
28 October 1940

At 0530 hours on 28 October, 1940, the seven Italian divisions advanced across the Albanian border and in the initial clashes with the Greek defenders, sent them reeling back. They were covered by patrols of Fiat fighters of the 160 Gruppo Autonomo C.T. and deteriorating weather. Around 1000 hours, near Drenova in the Eastern Sector, a formation of three 393 Squadriglia CR.42s spotted a 3 Mira Hs.126A that had been sent to reconnoiter the invading Italian 16th Army Corps. The CR.42s attacked at once and shot the hapless Henschel down. The crew survived unhurt, but the "Elleniki Vassiliki Aeroporja" had suffered the first of its many losses (15:2).

The poor weather initially precluded much air activity, but in the afternoon "Regia Aeronautica" offensive operations finally got off the ground with a formation of eight Savoia S.81 (from 38 Stormo B.T.) attempting to cut the road being used by the Greek forces retreating towards Yanina. These bombers were followed by formations from the 37th and 47th Stormo of the 4th ZAT on the Italian mainland and from the 105th Gruppo Autonomo B.T. based at Tirana, Albania. One of the slow S.81s of 37 Stormo's 55th Gruppo was hit by anti-aircraft (aa) fire and, badly damaged, it crash-landed as soon as it made landfall in Italy, the "Pipistrello" ("Bat") being written off in the process. Thus, the Italians, too, had experienced their first loss of the long, frustrating, and embarrassing campaign (15:11).

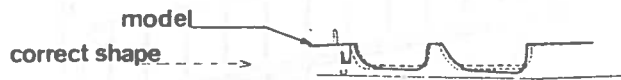
The following day the weather turned from bad to worse, precluding any flying activity by either side. Heavy rains began which forced the Italian armor and motorized and horse-drawn transport to keep to the few primitive roads. These were quickly churned into rivers of mud by the wheels of the many passing vehicles (6:282). Every ravine was transformed into a raging torrent and, as the Greeks withdrew, they demolished bridges and caused landslides, turning the difficult terrain to almost impassable (6:283).

After blowing the bridges, the Greek 8th Infantry Division wisely retreated across the Thiamis River, falling back towards Yanina. In spite of the bad weather, Hs.126As of 3 Mira were out, attempting to keep contact with the advancing Italian columns. Early in the day a pair of Henschels were chased away by a three-ship section of Fiat CR.32s (394 Sqd), escaping by ducking into the thick clouds. Later, another pair were not nearly so lucky. Jumped by a formation of five CR.42s (393 Sqd), one of the Hs.126s was shot down outright, its pilot -- 1Lt Evangelos Yiannaris -- becoming the EVA's first official casualty of the war. The second Henschel was heavily damaged and initially escaped into the clouds, but it never returned, its crew listed as Missing In Action (15:11).

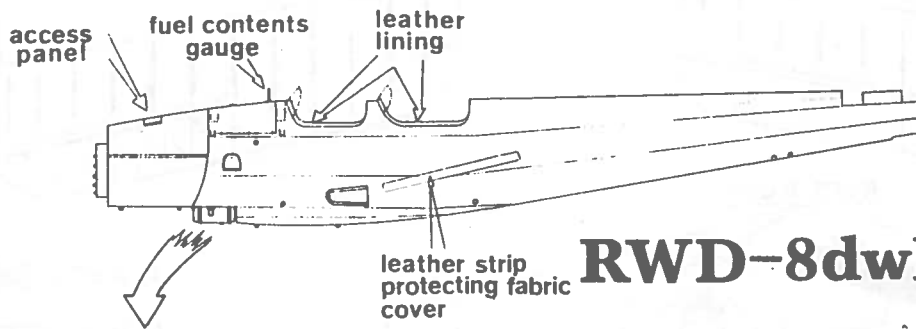
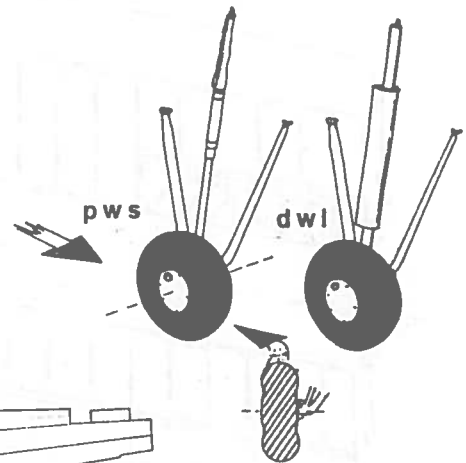
By the last day in October, in spite of the atrocious weather and the daunting terrain, the Italian 3rd "Julia" Division of Alpini mountain troops had advanced up the Aoos River valley to within 12 miles of the Metsovon Pass through the Pindus mountain range. Capture of this vital passageway would cut off the Greek 8th Infantry Division - defending the Epirus Plain - from their main supply base to the east.

In the air, however, bad weather continued to hamper aerial operations. In the morning a formation of ten S.81s from 38 Stormo attempted to bomb targets at the front but were turned back by heavy cloud cover. A similar effort in the afternoon also had to be aborted. Italian fighters attempted strafing attacks against two Greek front-line airfields, but this, too, proved ineffectual. Finally, at the end of the day, a pair of CR.32s were lost when they became disoriented in the weather and the gathering dust -- one of the Italian pilots becoming the Greek's first prisoner of the war.

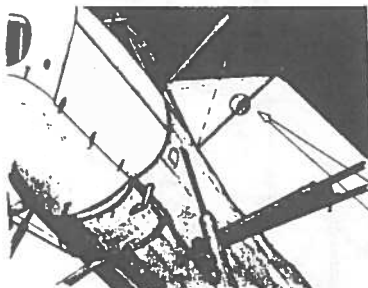
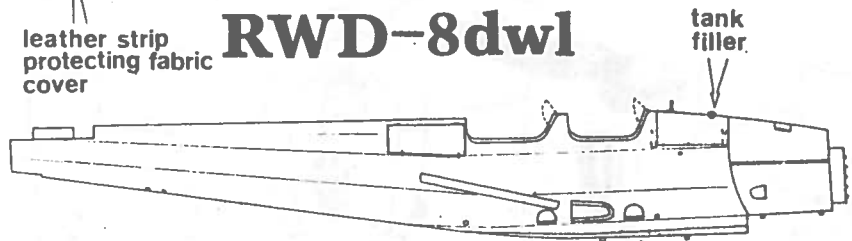
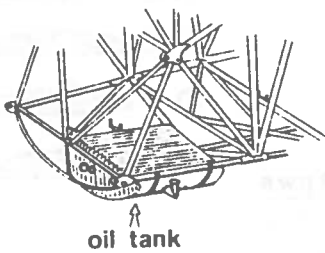
On the first day of November, the weather finally began to clear and five days later, the "Regia Aeronautica" mounted its bombing campaign. Escorted by 393 Squadriglia CR.42s, ten Savoia S.79s of 105 Gruppo Auto B.T. bombed Salonika harbor facilities. They were attacked by seven PZL P.24s of the Sedes-based 22 Mira Dioxeos: but no losses were incurred by either side. This raid was followed by ten Cant Z.1007bis from 47 Stormo (4th ZAT), also escorted by 393 Sqd CR.42s. Combat was joined by 21 Mira PZL P.24s but this intercept proved



RWD 8's main gears

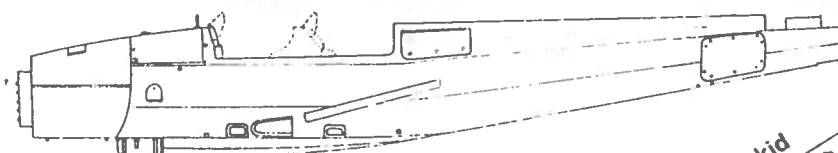
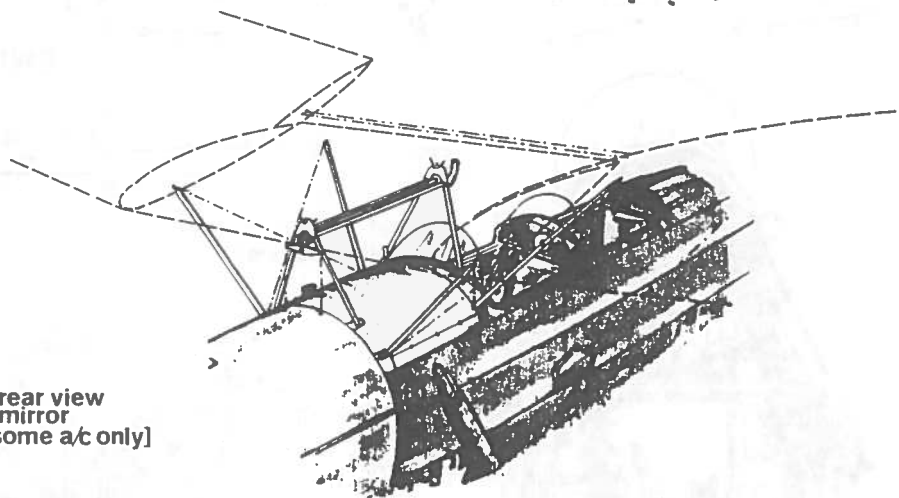


RWD-8dwl

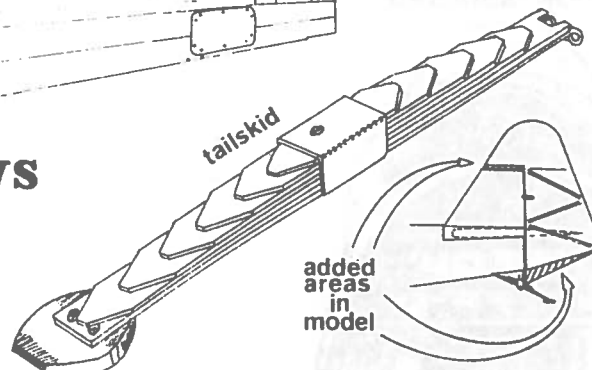


RWD 8a - note a dwl-type main gears on this aircraft

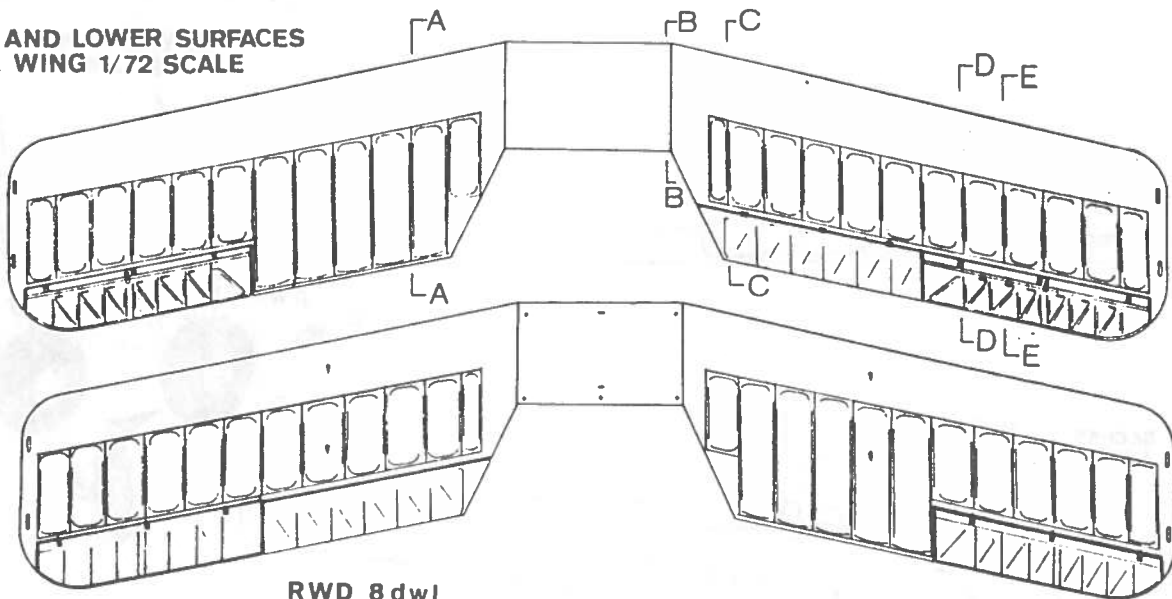
9P.89



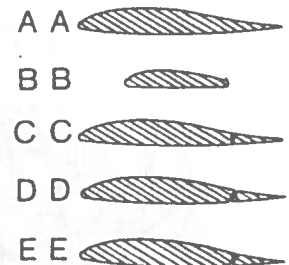
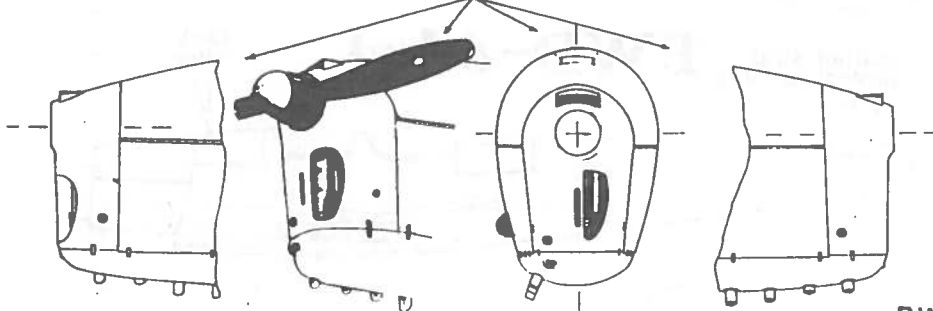
RWD-8pws



UPPER AND LOWER SURFACES
OF THE WING 1/72 SCALE



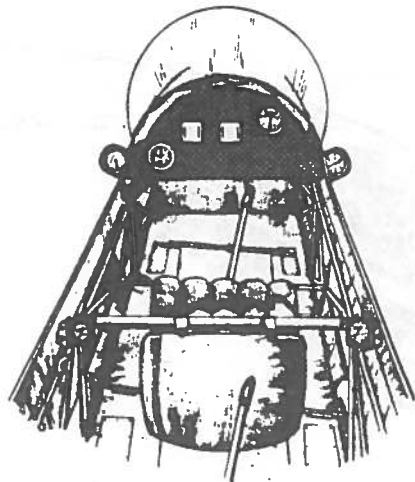
RWD 8 dwl



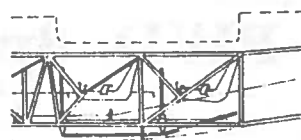
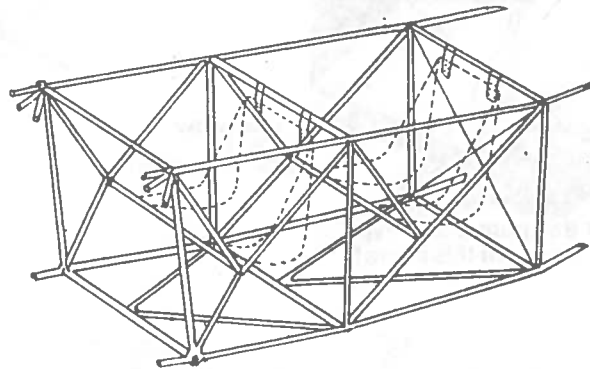
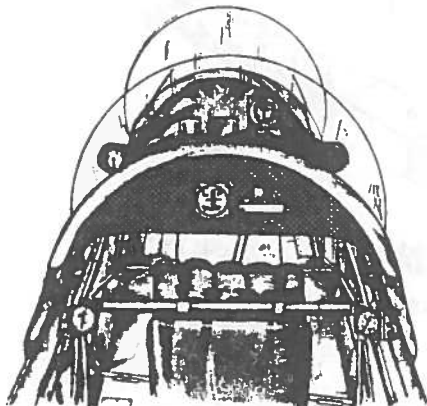
RWD 8 pws

9P.83

fuel drain pipe
[both versions]



COCKPIT OF RWD 8pws WITH NO
PARTITION, AND (BELOW) WITH
PARTITION INSTALLED



STEP 4: There was no difference in the wings of the dwl and pws versions of the RWD-8. The wingspan of the kit is 2 mm too short. The port and starboard wing panels are correct in both shape and dimension; the error is in the center section which is too small. This can be corrected by cutting the wing along the center line and cementing in a 2-mm plastic plate. The gap between the ailerons and the wings has to be filled as mentioned for the rudder. The surface detail on both the upper and lower surfaces of the wing is crude, to put it mildly. There is no way to avoid the use of putty. Once you achieve a smooth surface, use whatever method you prefer to represent a fabric covered wing structure. Do not use the kits surface detail as a pattern; on the kit there is no correlation between the ribs on the upper and lower surfaces and the spacing between ribs seems to be random.

STEP 5: The struts were the same on both versions. All struts were steel tubes with wooden aerodynamic fairings, although photos show some machines (particularly pws versions) with unfaired cabane struts. A pitot tube should be added to the starboard wing strut and both struts should have the locking arrangement used to restrain the wings when in a folded position. Replace the clumsy imitations of the three steel tubes running along the bottom of the wing center section with metal wires. The cabane struts should be replaced by "W"-shaped wires remembering that the center section of the wing has been widened. These wire cabane struts will also provide strong supports for the parasol wing. Do not forget about the aileron actuation control, which should be fitted to the front cabane strut. Many RWD-8s had a rear view mirror installed on the port/rear/outboard cabane strut.

STEP 6: The wheels are generally correct, but the metal covering should be more bulged. The streamline steel strut and tubular axle strut (parts #7 & #28) are correct. The type of shock strut depends on the version. PZW tried to provide the shock strut for the dwl version, but they are not accurate. The streamline section is incorrect in shape and size and must be replaced.

For the pws version, the shock absorber is immediately under the point of attachment to the fuselage and it was covered with leather which continued down to the uncovered tubular section of the strut.

PAINTING AND MARKINGS: The kits provides decals for three civil aircraft. (1) SP-ZHP "DAR PASTY" (A gift from

the Polish Telephonic Joint-Stock Company, PAST), c/n 129, bought by the employees of PAST and assigned to the Polish Scouting Union (ZHP) for the 25th anniversary of this organization in 1936. (2) SP-BLC, c/n 205, produced in 1938 and operated by the Warsaw Aeroclub. The number '11' was applied when it participated in the 1939 State Air Contest. The number on the cowling should be white (not black) while that on the lower surface of the port wing (near the letter "C") should be black. The color scheme is the same as for SP-ZHP as shown on the box cover. (3) SP-BHX, "KATOWICE", produced by PWS with evidence number 34-375 and with an additional fuel tank in the center section of the wing as indicated by a letter "a" after the "RWD-8" inscription on the fin. This machine was operated by the Cracow Aeroclub and carried the number "33" in the 1938 State Air Contest. This aircraft was painted "khaki" overall with silver cowling, shock absorber covers, and main fuel tank cover. The decal sheet does not provide the black evidence number which should appear on the port side of the rear fuselage. The aeroclub badges provided on the decals are useless.

Some production batches of this kit had better decals than others, and these have the small inscription "TU UNOSIC" (LIFT HERE) which was used only on the psw version and not on the dwl version.

Perhaps some of you may want to build your RWD-8 in military colors and are wondering what color "khaki" to use. Since no military RWD-8's have been preserved, it is not possible to say precisely what shade was used. I will be using FS30099, because eye witnesses say that the RWD-8s were more brownish than the P-11s and P-23s. This is my personal opinion and is subject to change if and when new information turns up. The interiors were silver with the instrument panels natural metal with a "swirl" finish. The national insignia were carried in six positions, and were 120 cm on the wings (both surfaces and symmetrically positioned). The specified size for the national insignia on the rudder was 45 cm, but the rudder was not large enough for this size and photos show an insignia no bigger than 40 cm was used. Evidence numbers were black and the aircraft type designator on the rudder was white. Unfortunately, the full markings for any specific RWD-8 is unknown since usually the evidence number or the underwing code is not known.

Paweł Przymusiąła.

POLISH PROFILES

1. Bartel BM-4h, SP-ARJ with crudely painted national insignia in six positions. See photo elsewhere in this issue. The view of the aircraft in the photo makes it impossible to read its registration, but SP-ARJ was one of the civil Bartels which were probably impressed into the L.W. during mobilization in August 1939.

2. Schreck FBA-17 HMT2, tactical number "44" in white. This was the personal aircraft of Air Naval Wing commander kmr.por. E. Szystowski. This machine, the last flyable Schreck in Poland, was destroyed by German

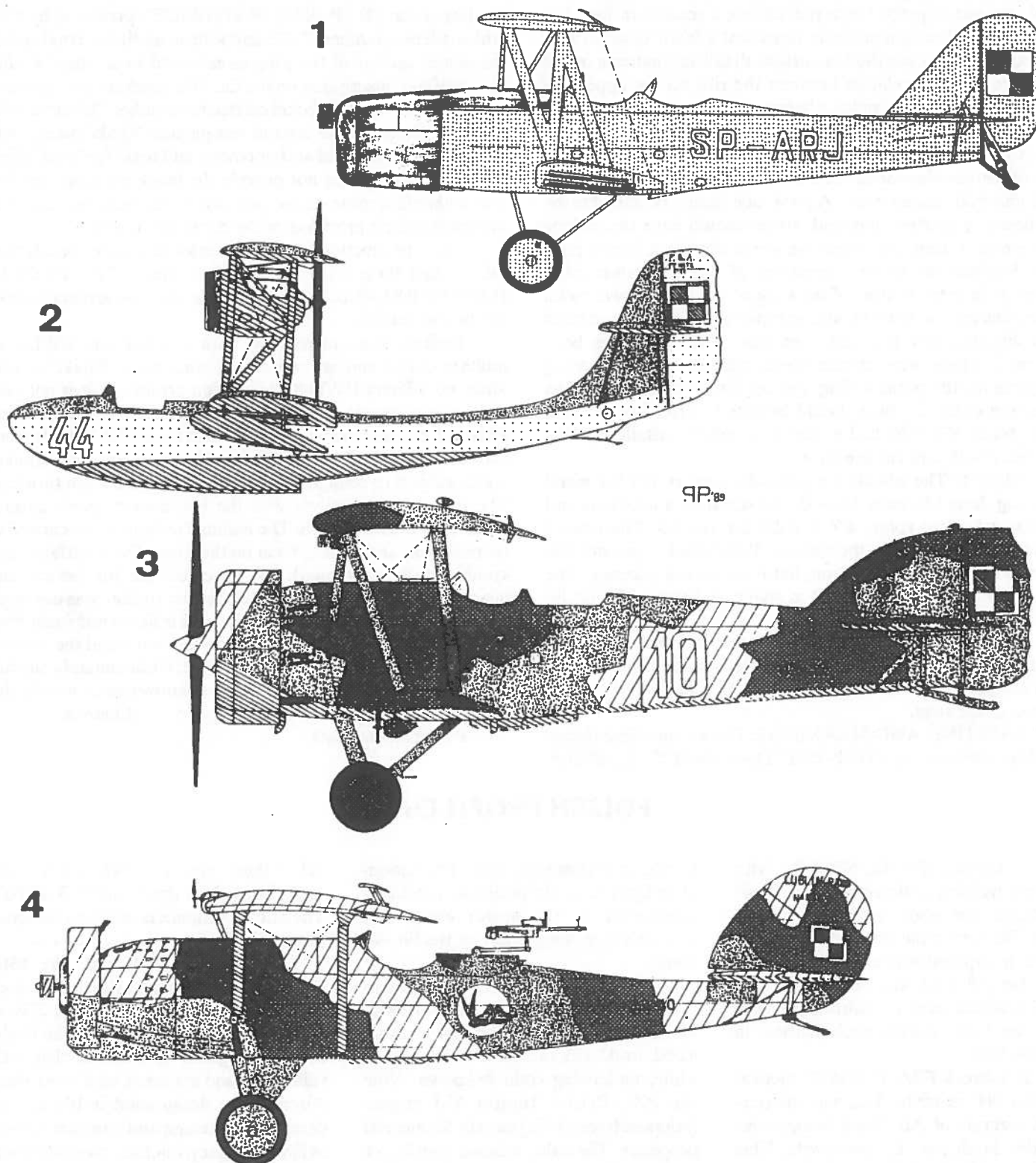
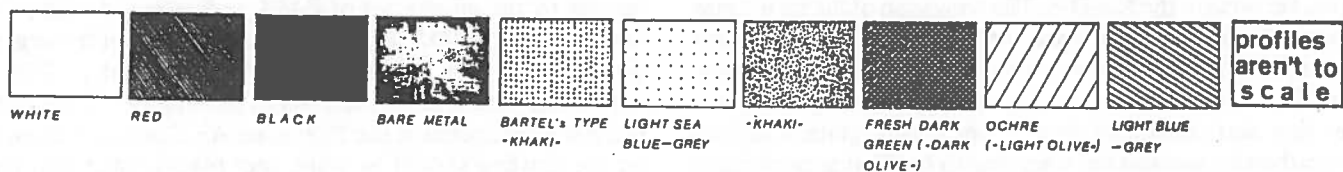
bombs on 8 September 1939. The national insignia is in six positions (probably symmetric on the upper wing. The aircraft's type designation on the fin was black.

3. Potez XXVB2 of an unknown training center (photographed on Swidnik airfield in 1937), evidence number 42-52, or 42-153, tactical number "10" in white, underwing code unknown. Note the PZL Bristol Jupiter VII engine (adopted from a P-7a) and the Szomanski propeller. The color scheme consists of an irregular camouflage similar to that used by the Luftwaffe. The colors are typi-

cal of those used by LWS and are the same as used on their Lublin R-XIIID. The evidence numbers and type designation are black.

4. Lublin R-XIIID of the 13th Reconnaissance Flight, evidence number 56.110 in black, underwing code 27N in black, and no tactical number. The Flight badge is a green & black cricket with yellow legs and antennae on a white disk. Aircraft type designation in black. Undersides of fuselage and wing are shown as light blue-grey, but they may have been silver.

Paweł Przymusiąła



LATVIA 1940

Karlis Irbitis

[Editor's Note: The following information was extracted from the author's excellent, but hard to find, book, "Of Struggle and Flight: The History of Latvian Aviation", published by Canada's Wings, 1986. They are reproduced here with the gracious permission of the author. The drawings (except where noted) are reduced from those appearing in the book but markings, based on photos in the book, have been added by the SAFO editor.]

THE END OF INDEPEDENCE

A military alliance of the Baltic states had often been discussed, but, unfortunately, never realized. Then, when the non-aggression pact between Germany and the Soviet Union was signed by Molotov and Ribbentrop in the autumn of 1939, it was too late. In this infamous pact Germany agreed that the eastern part of Poland and all three Baltic states were to be controlled by the Soviet Union, in return for Soviet raw material for German industry. The Soviet Union forced the Baltic states to accept Soviet bases in strategic cities. In Latvia, naval and air bases were established in Liepaja and Ventspils. Latvia's No. 8 Naval Reconnaissance Squadron was transferred from Liepaja to Lake Kisezers near Riga. Then the Soviets expanded their bases, and by February 1st, 1940, 57,000 Soviet troops had been dispersed throughout the Baltic states.

After the German conquest of Poland, it was necessary for Germany to convince the Soviet Union of its disinterest in the Baltic. All people of German ancestry in the Baltic area were repatriated via ship and train to Germany and to the conquered Polish territory in 1940 and 1941.

In June 1940, Soviet raids on Latvian border guard units were staged, indicating that an invasion of Latvia by the Soviet forces was imminent. The Latvian Armed Forces were alerted, and the squadrons of the Aviation Regiment were dispersed to several landing strips near Riga in preparation for a fight. The Soviets invaded the neighboring state of Lithuania on 15 June, thus isolating Latvia and Estonia from the western countries. The swiftness of the occupation forced the Latvian government to admit the futility of any military resistance against the overwhelming military strength of the Soviet Union. On June 17, 1940, Soviet tanks and infantry crossed the Latvian border *en masse*, shamelessly breaking their solemn affirmation of the Soviet-Latvian peace treaty of 1920. Soviet tanks quickly occupied the Spilve airfield, and shortly afterwards squadrons of Soviet bombers and fighters landed there. It was the end of the independent state of Latvia.

In the autumn of 1940, the Soviets formed an air force squadron with specially selected personnel from among the Latvian airmen who had not been arrested. The squadron was attached to the 24th Territorial Corps of the Red Army and was formed around the ten SV-4 airplanes which were already at Gulbene. All other military and civil aircraft were stored in an empty factory building at Riga.

When the Germans attacked the Soviet Union in the spring of 1941 and advanced into Latvia, the squadron from Gulbene was moved to Russia. The Latvian pilots of two SV-5s defected

during the flight, landing in an area from which the Soviets had retreated.

Latvian airmen were attached to a Luftwaffe training school and two harassment bombing groups at Grobina in Kurzeme. The rather slow Arado Ar66 biplanes were used for the bombing missions. After Latvian pilot Janis Tamsons crossed the Baltic Sea in a Henschel 126 reconnaissance airplane in the autumn of 1944 and defected to Sweden, the Germans declared that Latvian airmen were untrustworthy.

AIR NATIONAL GUARD

The inventory of aircraft of the aviation branch of the National Guard, the Aizsargu Aviācija (AA) was close to thirty aircraft in 1940. Aircraft in service probably included the KOD-1 (licence-built Estonian PON), KOD-2, and VEF I-12.

In the early part of June 1940, most of the AA aircraft were flown to Valmiera in northern Latvia for summer manoeuvres. When the Soviet Red Army invaded Latvia on June 17, the AA was immediately disbanded. The aircraft remained at the Valmiera airfield, under the open sky and unprotected from the elements until late autumn, when they were transported to the entry Provodniks factory building in Riga. Some of those which were still airworthy were incorporated into a Soviet-organized group of Osoaviachim (a defense organization against air and chemical warfare) in Riga.

DRAWINGS

1. KOD-1 military training biplane '22' of the aviation branch of the National Guard (Aizsargu Aviācija - AA)

2. The VEF I-12 was a two-seat trainer powered by a 4-cylinder 80/90-hp Cirrus Minor.

3. The VEF I-15a '190' was a single-seat military training monoplane powered by a 185/200-hp Gipsy Six I and equipped with a two-bladed wooden propeller.

4. The VEF I-15b '191' had a more forward pilot's canopy than the I-15a. It was powered by a 200/210-hp Gipsy Six II engine and equipped with a constant-speed, variable-pitch propeller.

5. The I-16 was equipped with a 520-hp Walter Sagitta engine. Its maximum speed was 460 km/hr at 40000 meters.

a. The Latvian "Ugunskrusts" insignia consisted of a red swastika on a white disk. (The outline to the white disk on the drawings is not real; it is only used to show the size of the disk.) This insignia appears to have been applied in the six usual positions.

b. The "Auseklis" insignia carried on National Guard aircraft. This insignia was probably red and white and was probably carried in six positions.

COLOR COMMENTS: From the photos, it appears that the I-12 was light grey overall; the I-15a, I-15b, and I-16 were dark grey with light grey under surfaces; and the National Guard aircraft were an overall dark color (khaki?). All aircraft serial numbers are black with a thin white border.

LATVIAN MILITARY AIRCRAFT IN 1940

AVIATION REGIMENT

Aircraft Type	Quantity	In service	Quantity in 1940
Letov S-16L	18	1928	10
Bulldog II	10	1929	6
Flamingo U-12b	6	1930	4
Gladiator I	26	1938	25
Hawker Hind	4	1938	4
SV-5	10	1939	10
VEF I-12	1	1939	1
Miles Magister	1	1939	1
VEF I-15a	1	1940	1

AAero S-11 (HE5)	6	1929	1
Aero Pirat	1	1930	1
Fairey Seal	4	1936	4

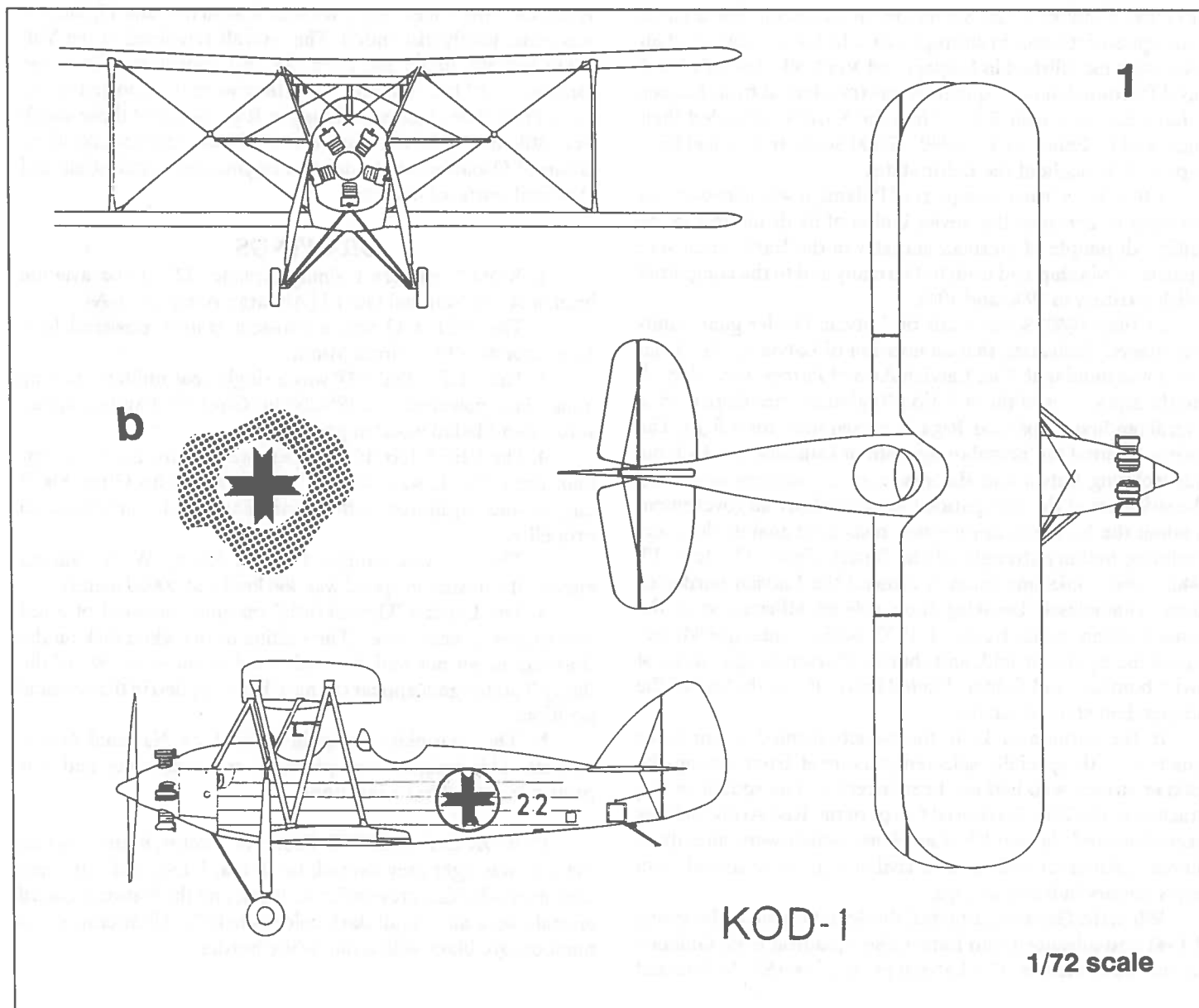
AIRCRAFT ORDERED BUT NOT RECEIVED

Aircraft Type	Quantity
VEF SV-5	6
VEF I-17	6
VEF I-15b*	1
VEF I-16*	1
Dornier Do-22	22
Hawker Hurricane	30
Westland Lysander	12

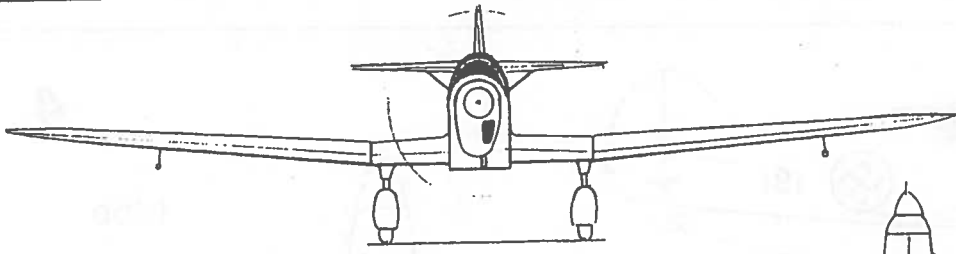
NAVAL AVIATION

Aircraft Type	Quantity	In service	Quantity in 1940
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* Private venture aircraft intended for the Air Regiment

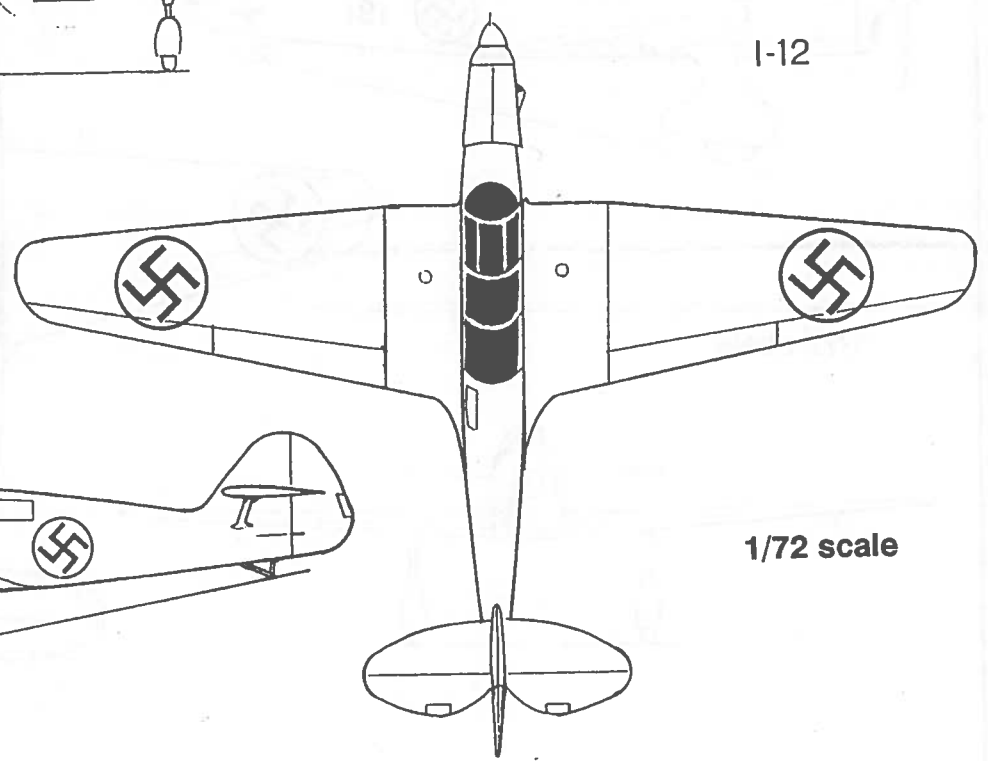
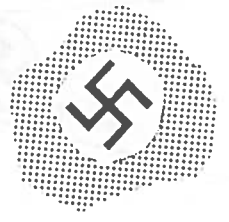


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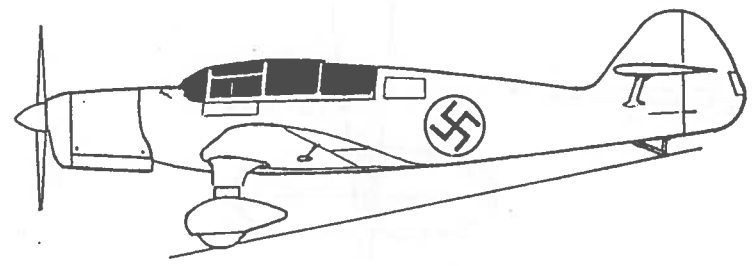


I-12

a

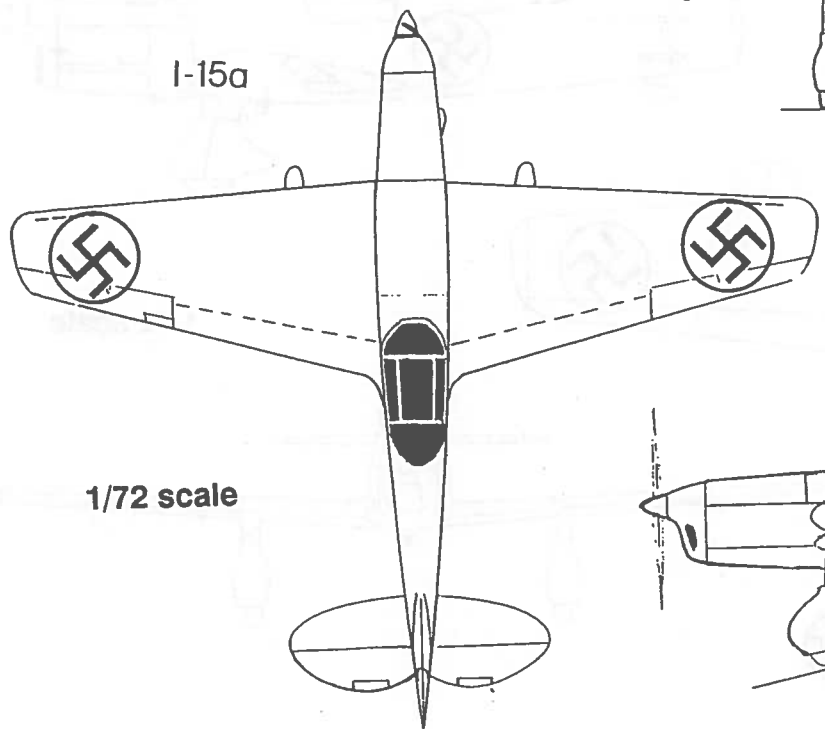
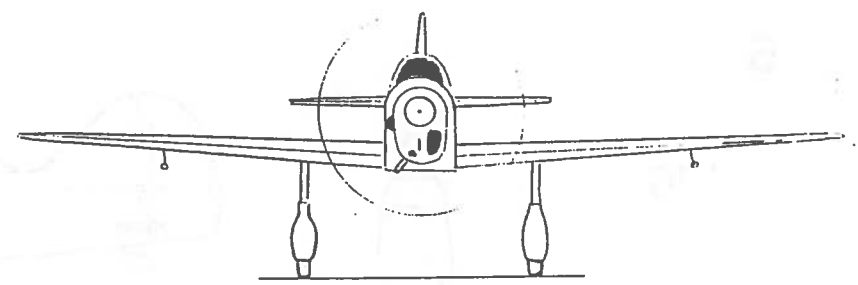


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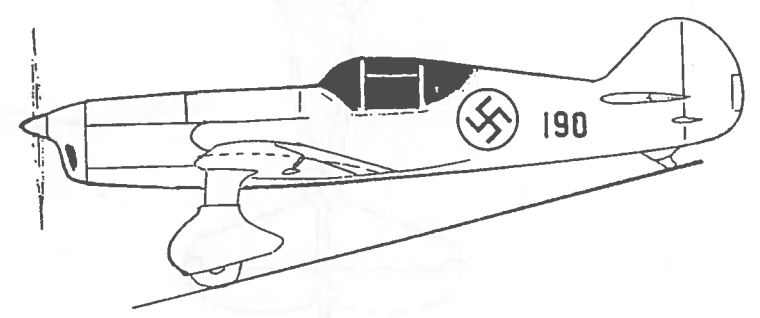


3

I-15a

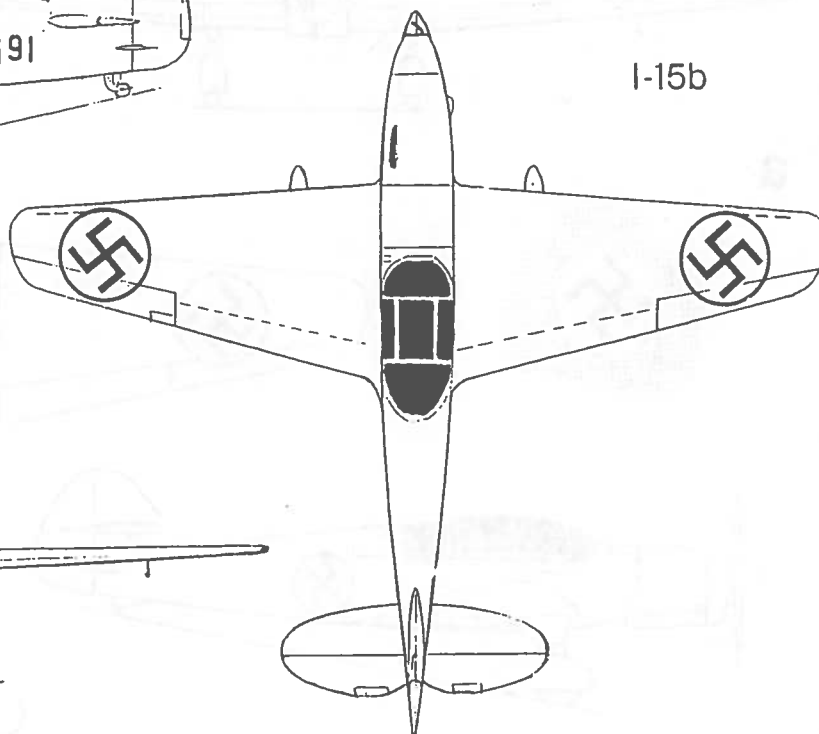
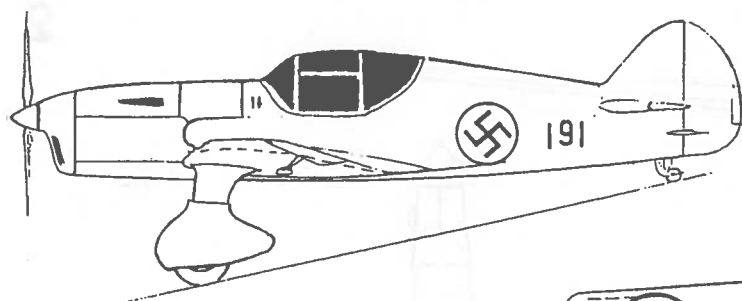


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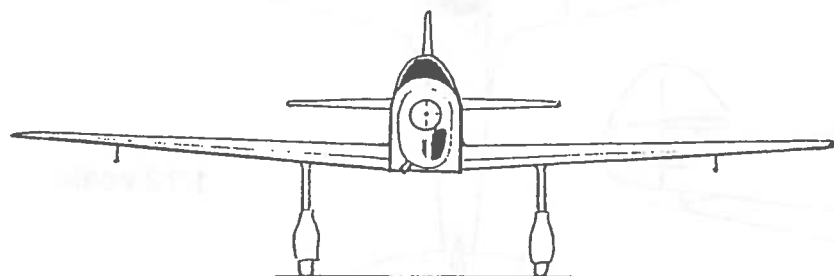


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I-15b

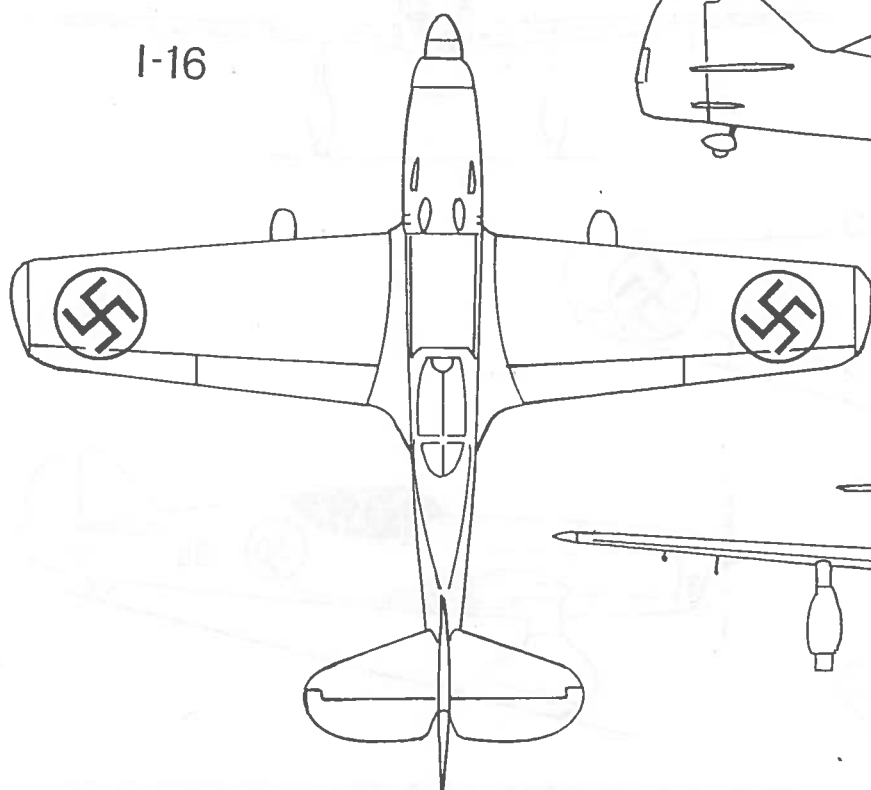
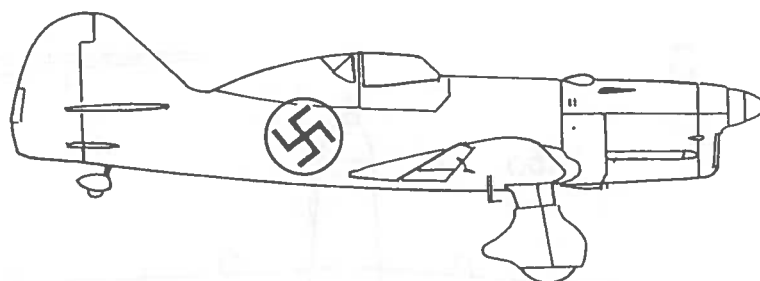


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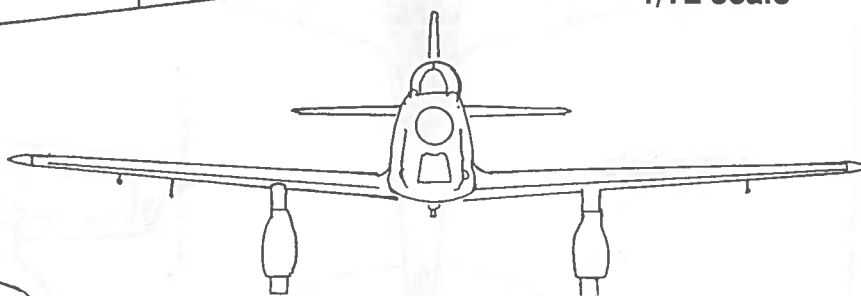


5

I-16



1/72 scale



LATVIAN BULLDOGS

Paul E. Branke and Leif Hellstrom

In 1929, the Latvian Air Force ordered five Bristol Bulldog Mk IIs to complement the eight or so Martinsyde Buzzards operated by the LAR since the winter of 1926-27. These five Bulldogs, c/n 7353-7358, had Jupiter VI engines and Oerlikon machine guns. They were shipped to Riga in September 1929. A further seven Bulldog Mk IIs, c/n 7439-7446, were added in July 1930. The first five of these were similar to the previous five, but the last two had turbo-charged engines. The Bulldogs were initially assigned to the 1st Fighter Squadron (1. Eskadrilij) at Riga/Spilve; the squadron handing over its remaining Buzzards to the 2nd Fighter Squadron.

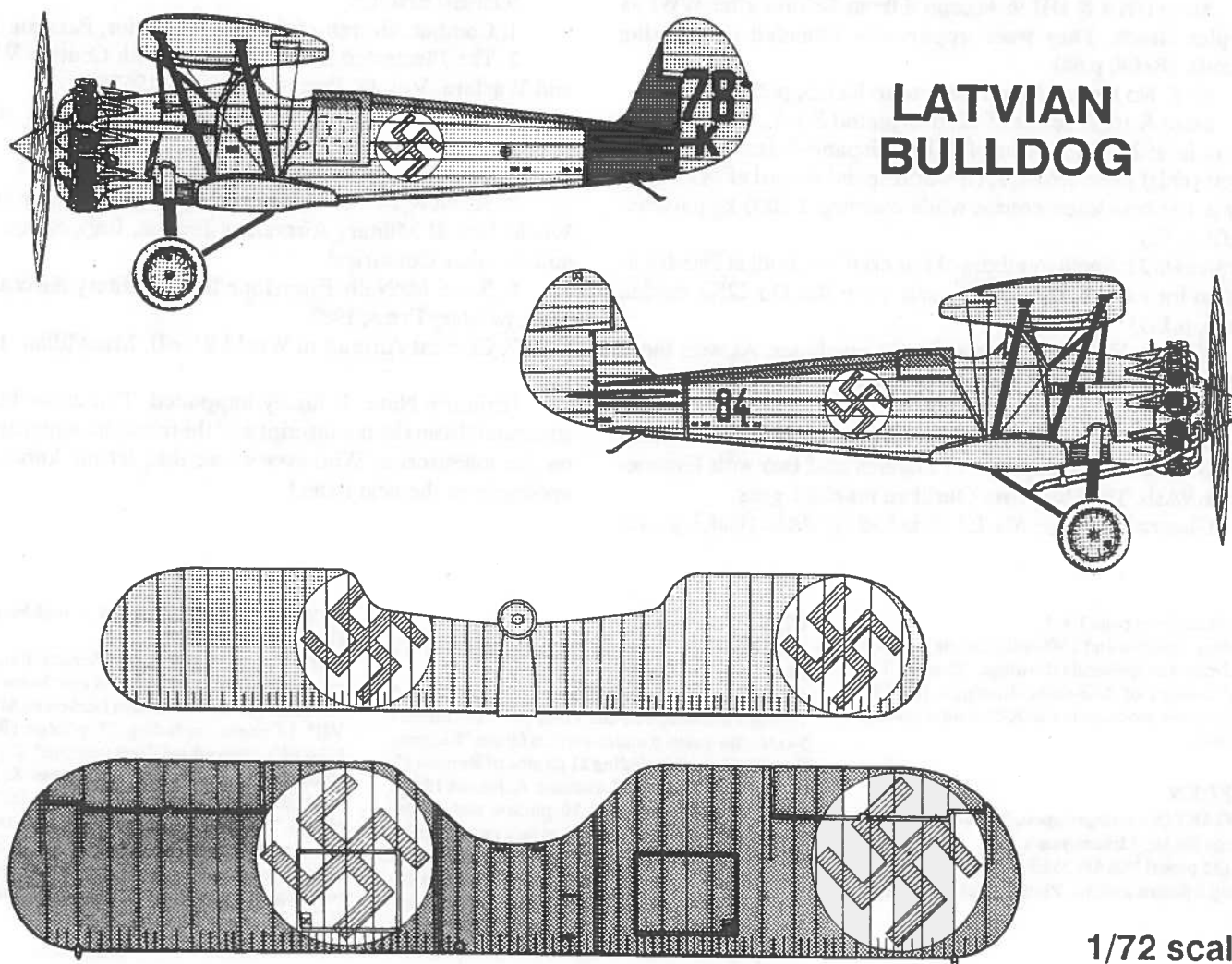
By early 1937, only seven of the original twelve Bulldogs remained in Latvian service, the other five having been written off in accidents. The three or four Buzzards still remaining served with the 3rd Fighter Squadron. (The Buzzards were finally withdrawn from service, when one broke up during aerobatics in the summer of 1937.)

To rebuild its fighter arm, the LAR ordered 26 Gladiator Mk Is from England, the first of which arrived in the autumn of

1937. Although obsolete, the Bulldog continued in service with the 1st Fighter Squadron, alongside the Gladiator, until 1939.

There is some confusion regarding which unit operated the Bulldog during its last year in LAR service. One source claims that at least three were passed from the 1st Fighter Squadron to the 3rd Fighter Squadron in the summer of 1939. A former LAR officer claims that all surviving Bulldogs went to the newly formed 4th Fighter Squadron as early as 4 April 1939. According to this officer, the 4th Fighter Squadron dispersed to the Ramava estate (some four miles from Riga) on 15 June 1940, after the Soviet Union had given its ultimatum to the Latvian government. Here the Bulldogs remained until the autumn of 1940, when the LAR was formally disbanded by the Soviet invaders.

The five surviving LAR Bulldogs, together with many other LAR aircraft, were dismantled by the Soviets and placed in an old, run-down factory complex - called the "Provodnik" - which had stood empty since WWI. This also became the storage place for 72 Polish light aircraft captured by the Soviets the year before. It seems likely that the aircraft were left to simply rot away in the damp buildings.



A total of seven LAR Bulldogs were written off in accidents between 1930 and 1940:

12 December 1930: Sergeant Peters Lodzins got into a flat spin during aerobatics over Riga/Spilve and was killed.

4 November 1935: First Lieutenant Aleksandrs Hvastoks collided with a BFW-Backman Flamingo trainer on landing at Riga/Spilve and was killed.

15 June 1936: Lieutenant-Captain Hugo Freimanis dived straight into the ground during a demonstration for an infantry unit near Daugavpils. This was possibly a suicide, brought on by an unhappy marriage.

23 June 1936: NCO Karlis Iesalnieks hit a telephone pole during a "beat-up" of the Krustpils airfield and was killed.

3 December 1936: Sergeant Alfreds Danders got into a flat spin during aerobatics with aircraft 78 near Riga/Spilve and was killed.

April 1938: First Lieutenant Emils Kanna hit the ground during gunnery practice. The aircraft was totally demolished but Kanna survived unhurt.

31 May 1940: Lieutenant Konrad Nagainis got into a flat spin during aerobatics over Riga/Spilve and was killed when he hit the tailplane while trying to bail out of the aircraft.

DRAWINGS

The LAR Bulldogs were basically natural metal/silver dope with the top of the fuselage and the upper surface of the upper wing painted green. The national insignia consisted of a dark red swastika on a white circle, while the serials were painted black. At first, the serial number was painted on the fin, but from 1937 or 1938 it was moved to the fuselage side.

Through the study of photos and the log book of Captain Graudins, the following numbers are known for Latvian Bulldogs: 70, 72, 74K, 78, 78K, 79, 80, 80K, 81, 81K, 82K, and 84. The letter K does not denote a separate aircraft, but only that the aircraft was based at Krustpils airfield. Aircraft without a letter were based at Riga/Spilve.

Since the LAR did not necessarily give consecutive serial numbers to aircraft of the same type, it is difficult to say for certain what the three missing serials are. However, it seems likely that the first five Bulldogs had numbers 70-74, and the second twelve had numbers 78-84.

(This article was adapted, with permission of the author, from an article by Paul E. Branke in IPMS-Sweden Scala 1/77.)

Translation by: Leif Hellstrom (SAFCH #786), Ser-vitutsvagen 3, S-145 59 Norsborg, SWEDEN.

SOME NOTES ON THE LATVIAN AIR FORCE

Airco DH 4 & DH 9: Accepted from Britain after WWI as Surplus Stock. They were apparently intended as training aircraft. (Ref.4, p.68)

SV 5: No history found. (Photo in Ref. 5, p.212)

Letov S 16: A series of 22, designated S 16L, were built for Latvia in 1927. These had 450 hp Hispano-Suiza 50 engines. Letov's chief pilot, Jezak, set a world speed record of 143.4 mph over a 100 km closed course while carrying 1 000 kg payload. (Ref.1, p.62)

Dornier Do 22: Small numbers of this craft were built at Friedrichshafen for export. Latvia's aircraft were the Do 22K1 model. (Ref.1, p.147)

Hawker Hind: Latvia obtained 3 machines. As with those sent to Persia, they were powered by a Mercury IX radial engine. (Ref.1, p.385)

Bristol Bulldog: Latvia received 12 of the Mk II variety; ten with Gnome-Rhone Jupiter VI engines and two with Gnome-Rhone 9Asb. They had twin Oerlikon machine guns.

Gloster Gladiator Mk I: Latvia had 26 Mk Is. (Ref.7, p.141)

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3. The Encyclopedia of the World's Combat Aircraft, Gunston, Salamander Books, 1976.
4. Classics of the Air, Cavendish, 1988.
5. Airview No. 196 (a Japanese language book subtitled World War II Military Aircraft of France, Italy, Soviet Union, and 21 other Countries).
6. Rand McNally Encyclopedia of Military Aircraft 1914-1980, Military Press, 1983.
7. Combat Aircraft of World War II, MacMillan, 1977.

[Editor's Note: It finally happened. The cover letter got separated from the manuscript and there was no name anywhere on the manuscript. Who ever wrote this, let me know and I'll apologize in the next issue.]

(Continues from page 106.)

including 7 photos and 1/48-scale drawings. "IAR-813" 2-pages of 1/40-scale drawings. "Panavia Tornado" 2-pages of 1/63-scale drawings. [Editor's note: A paper model of the IAR-39 is advertised in this issue.]

SWEDEN

KONTAKT (Kontaktgruppen, Box 4015, S-422 04 Hisings Backa; 5 issues/year)

#98 (32 pages) "SAAB 350E Draken" 4 pages including 2 photos and list. Photos: J 22, J 34, Tp 10.

USA

WWI AERO (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$ 20.00).

#129 (124 pages) "Color & Markings: Hex Fabric" 16 pages including full-size color print of German 5-color day-pattern under-surface fabric. "Burgess: Part V" 17 pages including 21 photos of Burgess H, I, & Tractor Trainer. "Lawrence & Jannus Flying Boats" 7 pages including 10 photos and 3-view drawing. "Etrich Taubes" 7 pages on a reproduction of the 1913 Taube including 11 photos. "German Exhaust Stacks" 5 pages of drawings. "Cockpit/Instruments" 4 pages on the Bristol Scout. "Engines" drawings of 200 hp Clerget 11Eb and BMW D.IIIA. "Drawings" Currie Wot and Morane-Saulnier BB.

SKYWAYS (15 Crescent Rd., Poughkeepsie, NY 12601; 4 issues \$20.00).

#15 (84 pages) "Early Air Service Pursuits" 23 pages including 45 photos and one 3-view drawing (Orenco D). "The Noorduyt Norseman Mk I to Mk VII" 10 pages including 15 photos (RCAF & USAAF). "Noorduyn Recollections" 2 pages including 3 photos RCAF Norseman & Hudson. "MAEB Felixstowe 1936" 6 pages including 5 photos. "Gallery" 14 photos of USAAF trainers & pursuits circa 1920. "Boeing 203" 3 pages including 2 photos and 3-view drawing. "From the Members" one page including 3 photos of Romanian Fleet 10G.

COLOR SCHEMES AND INSIGNIA OF LITHUANIAN AIRCRAFT AT THE BEGINNING OF WWII

David Dulaitis

The national insignia carried by Lithuanian military aircraft was a white Knight's Cross outlined in black (and white on dark colored aircraft). The position of this insignia and the color schemes carried by aircraft in service at the beginning of WWII are described below.

FIGHTERS

Dewoitine D-501L (13 aircraft): Aircraft was natural aluminum which was not polished but allowed to faded to a light color. Insignia were carried on top and bottom of both wings at about mid-span and on the rudder. Black serial numbers were carried on the rudder above the national insignia. Serial numbers ran from 601 to 614 (one aircraft had crashed earlier).

Gloster Gladiator (14 aircraft): Aircraft were delivered in an all aluminum finish with the upper surfaces of both wings painted dark green. Insignia were carried only on the rudder. Black serials, in the range 701 to 714, were carried in black on the rear of the fuselage. The "G" prefix seen on some well-published photos was Gloster's registration and was not carried in squadron service. I believe that later these aircraft were painted all silver and insignia were carried on both the top and bottom of the wings, but I have not been able to confirm this photographically.

RECONNAISSANCE AND BOMBER AIRCRAFT

Anbo IV: Dark green overall except for undersides of wing and horizontal tail which were painted aluminum. Engine cowling and all struts were black lacquer. Insignia were carried on the undersides of the wings just outboard of the wing attachment points or at the midpoint between the strut attachment points and the wing tips. Serial and type were painted in white on the rear of the fuselage. The three aircraft (serials 61, 62, & 63) that participated in the goodwill flight around Europe in 1934 had the national insignia also on the top of the wing.

Anbo 41 (11 aircraft): Fuselage, upper surfaces of Horizontal tail, rudder, and center of wing were dark green. The remainder of the top surface of the wing was olive drab. Undersides of wing and horizontal tail were aluminum dope. All struts were black lacquer. Cowling was aluminum and the collector ring was a burnt-metal color. National insignia were carried on the bottom of wing and on the rudder. Serial and type were painted in white on the rear of the fuselage.

Ansaldo A 120 (14 aircraft): Aircraft were aluminum dope and natural aluminum. All struts were painted with black lacquer and the radiator was brass. Insignia were carried on the top and bottom of the wing and on the rudder. So + me aircraft were painted dark green with aluminum under surfaces of the wings and horizontal tail. National insignia were applied to the top and bottom of wing and to the rudder.

Anbo VIII (one aircraft): The top of the wing, fuselage, and tail surfaces were painted dark green and olive drab shadow shading. All bottom surfaces, including the landing-gear fairings, were light blue. National insignia were carried on the underside of the wing and on the rudder.

TRAINING AIRCRAFT

Anbo III (5 aircraft): The top of the wing and all fabric covered parts of fuselage were olive drab. The rest of the aircraft was aluminum dope and natural metal. The wing struts were black and the landing-gear struts were natural metal. National insignia on the top and bottom of the wing and on the rudder. Serial and type in white on the rear of the fuselage.

Anbo V (4 aircraft): The top of the wing and all fabric covered parts of fuselage were olive drab. The rest of the aircraft was aluminum dope and natural metal. The wing struts were black and the landing-gear struts were natural metal. National insignia on the bottom of the wing and on the rudder. Serial and type in white on the rear of the fuselage.

Anbo 51 (11 aircraft): Some aircraft were natural metal and aluminum dope. National insignia was carried on the bottom of wing and on the rudder. Serial and type were carried in black on the rear of the fuselage. Other aircraft were painted olive drab on the top of the wing and horizontal tail surfaces, the fabric parts of fuselage, and the vertical tail. The bottom of the wing and horizontal tail were painted in aluminum dope and all metal surfaces and struts were left natural metal. National insignia were carried on the bottom of the wing and on the rudder.

Anbo VI (3 aircraft): The top of the wing and the horizontal tail, rudder, and all fabric covered part of the fuselage were dark green. The rest of the aircraft was painted aluminum dope or left in natural metal. National insignia was carried on the top and bottom of wing and on the rudder. Serial and type were marked on the rear of the fuselage in white.

Avro 626 (2 aircraft): Aluminum dope and natural metal. The wing struts were black and the landing gear were aluminum. National insignia was carried on the top and bottom of wing and on the rudder. Serial were applied in black on the rear of the fuselage.

Fiat CR 20 (9 aircraft): Aluminum dope and natural metal. All struts were black and the radiator was brass. National insignia were carried on the top and bottom of wing at mid-span and on the rudder.

Bucker Jungmeister (6 aircraft): The fuselage, including the vertical tail, were a very pale green with a medium green fuselage flash outlined in white. Wings and horizontal tail surfaces were light grey. National insignia were carried on the top and bottom of the wings and on the rudder. The serial (801 to 806) was carried on the rear of the fuselage in black.

De Havilland DH-89M Dragon Rapide (2 aircraft): Dark green overall except for the bottom of wings and horizontal tail which were painted with aluminum dope. National insignia were carried on the top and bottom of wings and on the rudder.

One other aircraft used by the Lithuanian Air Force (for aerial mapping) was the Lockheed Vega "Lithuanica II" which was flown across the Atlantic Ocean in 1935 by Felix Vaitkus and later purchased by the Air Force. This airplane was left in its original white with orange trim and orange top of the wing outlined in white. National insignia were painted on top and bottom of wing and on the rudder. Crossed USA and Lithuanian flags were painted on fin above Lockheed logo.

Sources: Various discussions with former pilots of the Lithuanian Air Force and photographs from Mr. V. Peseckas' collection.

References

AIR ENTHUSIAST 29, 30, 31, & 32.

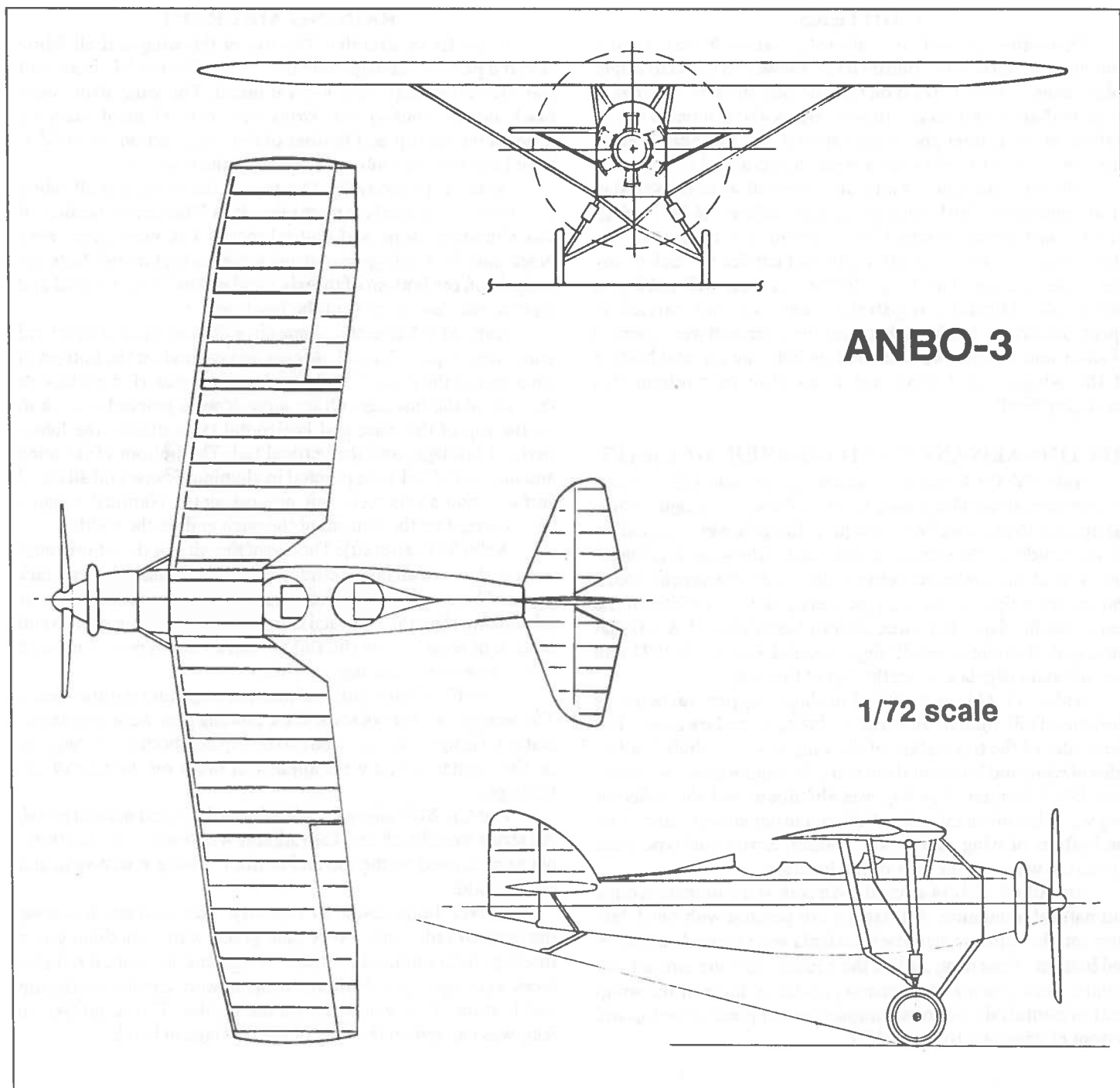
LITHUANIAN ARMED FORCES 1918-1940 (in the Lithuanian language).

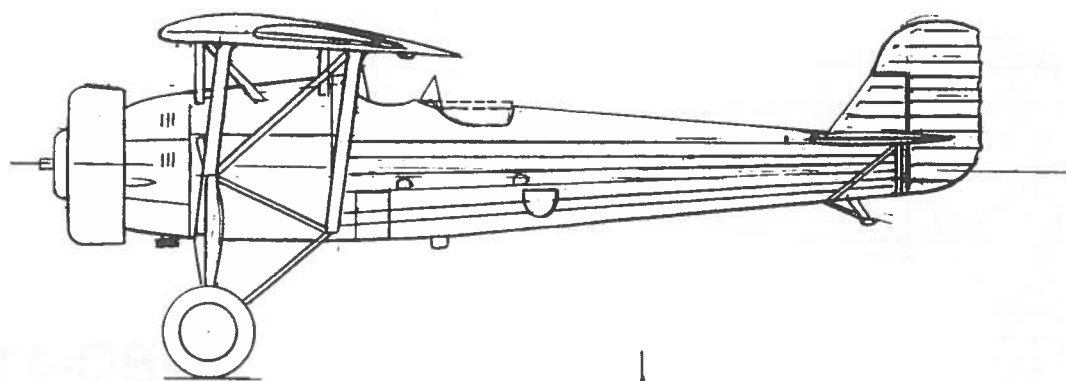
SCALE AIRCRAFT MODELING, Vol. 3, No. 8.

THE SECOND TRANSATLANTIC FLIGHT, by E. Jasiunas.

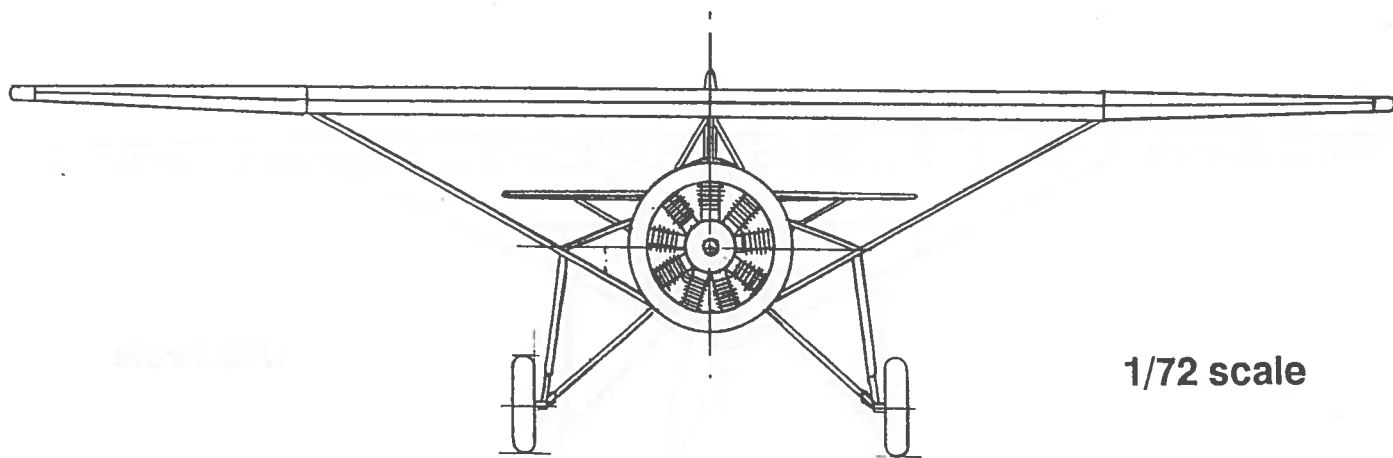
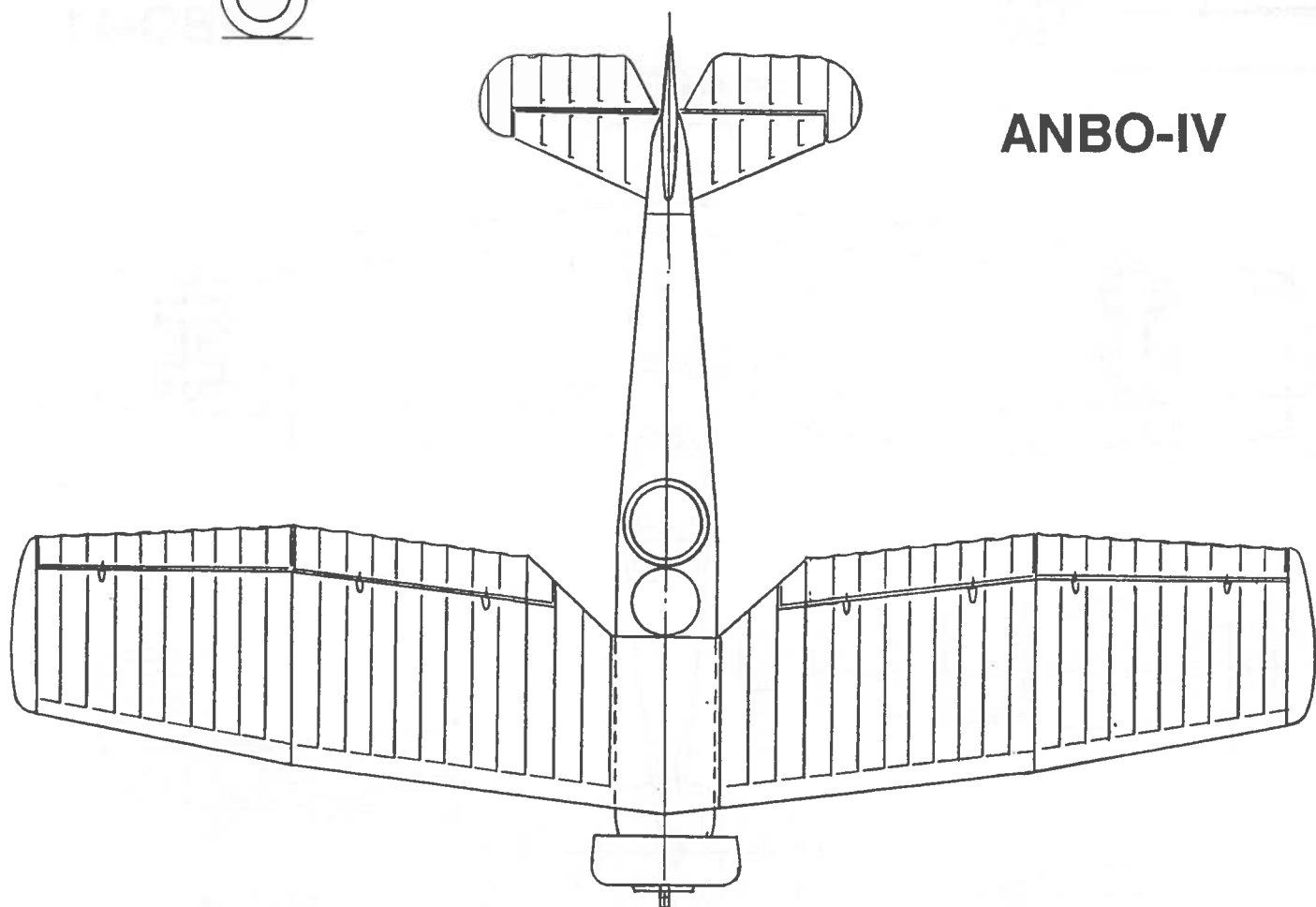
WINGS OF STEEL, Vol. 1, 2-3, 4. (in the Lithuanian language)

David Dulaitis (SAFCH #913), 417 Preston Circle, Sunny Hills, FL 32428.

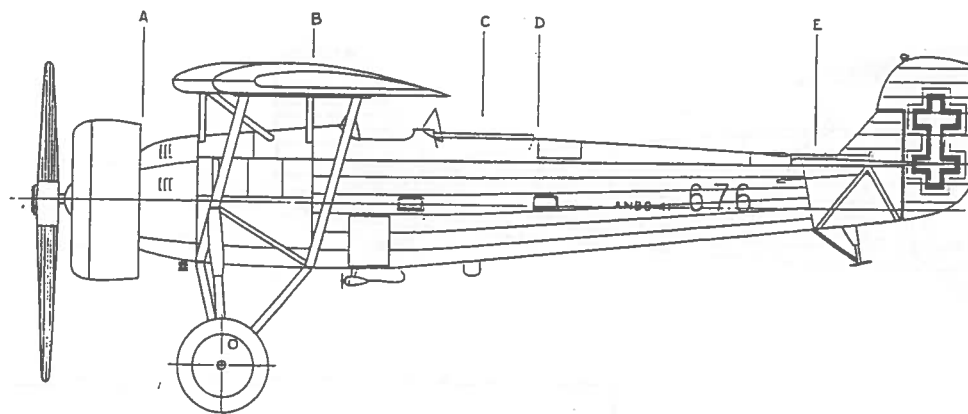




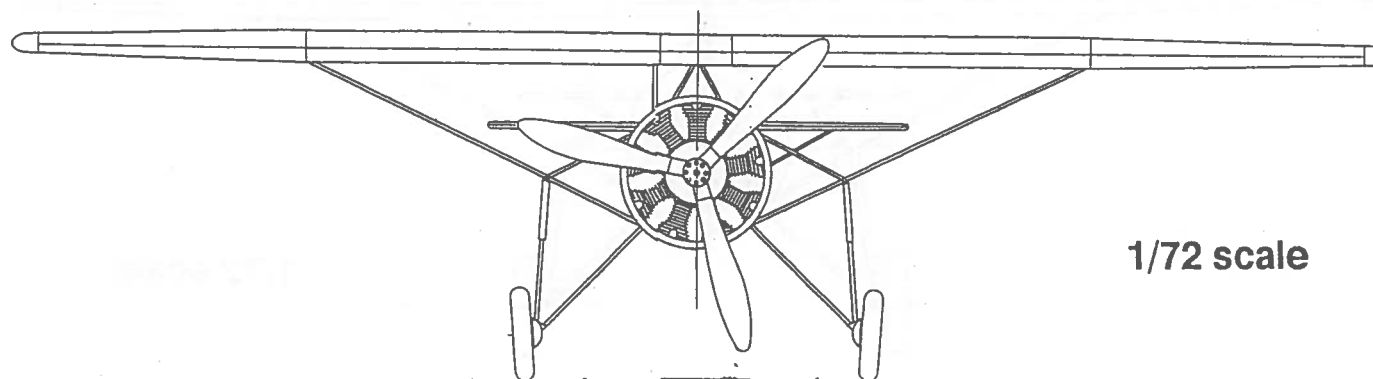
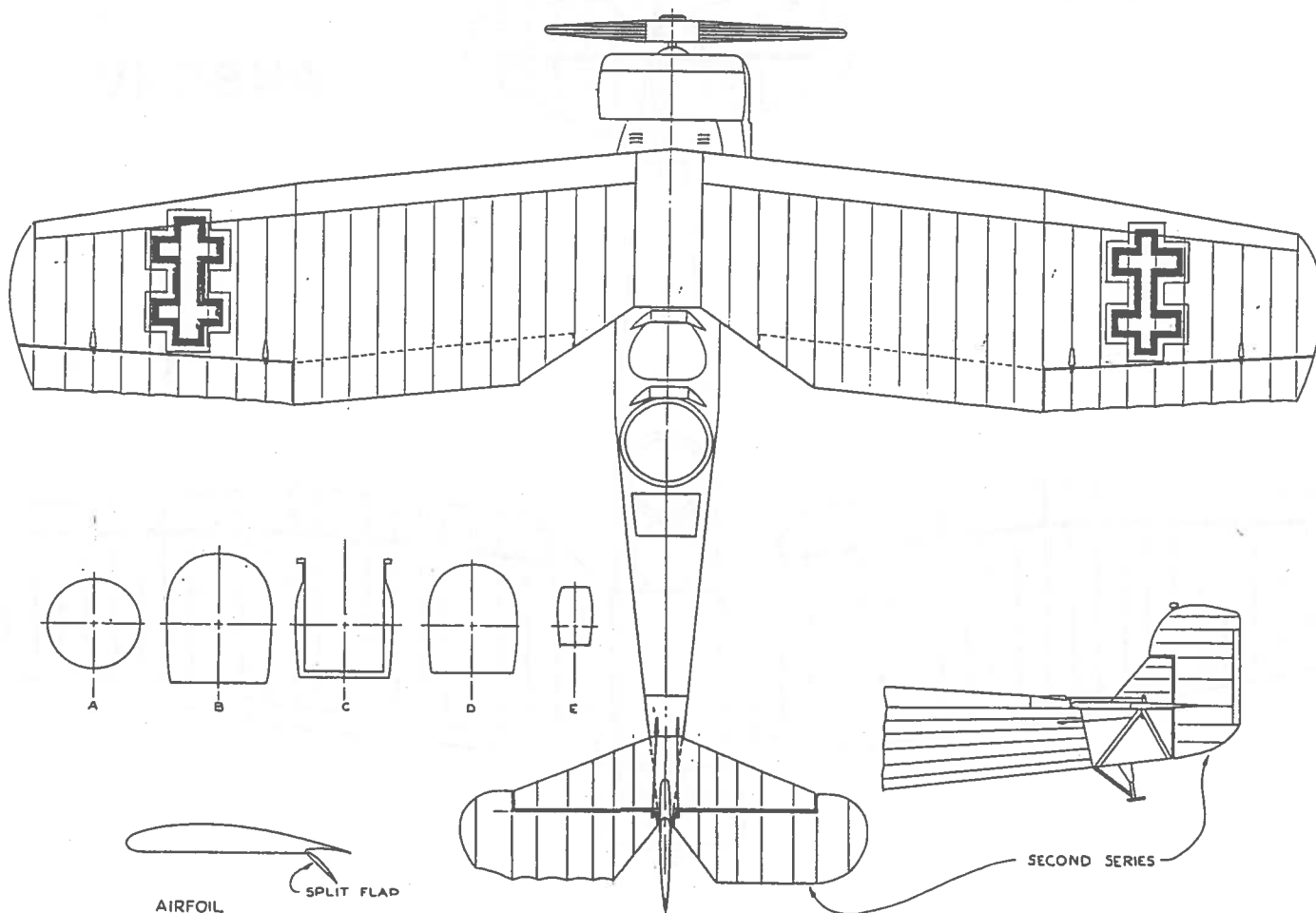
ANBO-IV



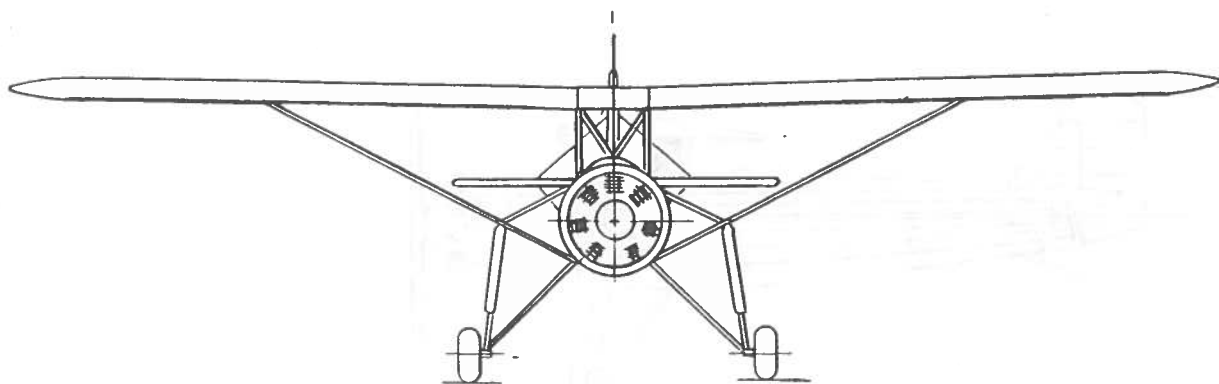
1/72 scale



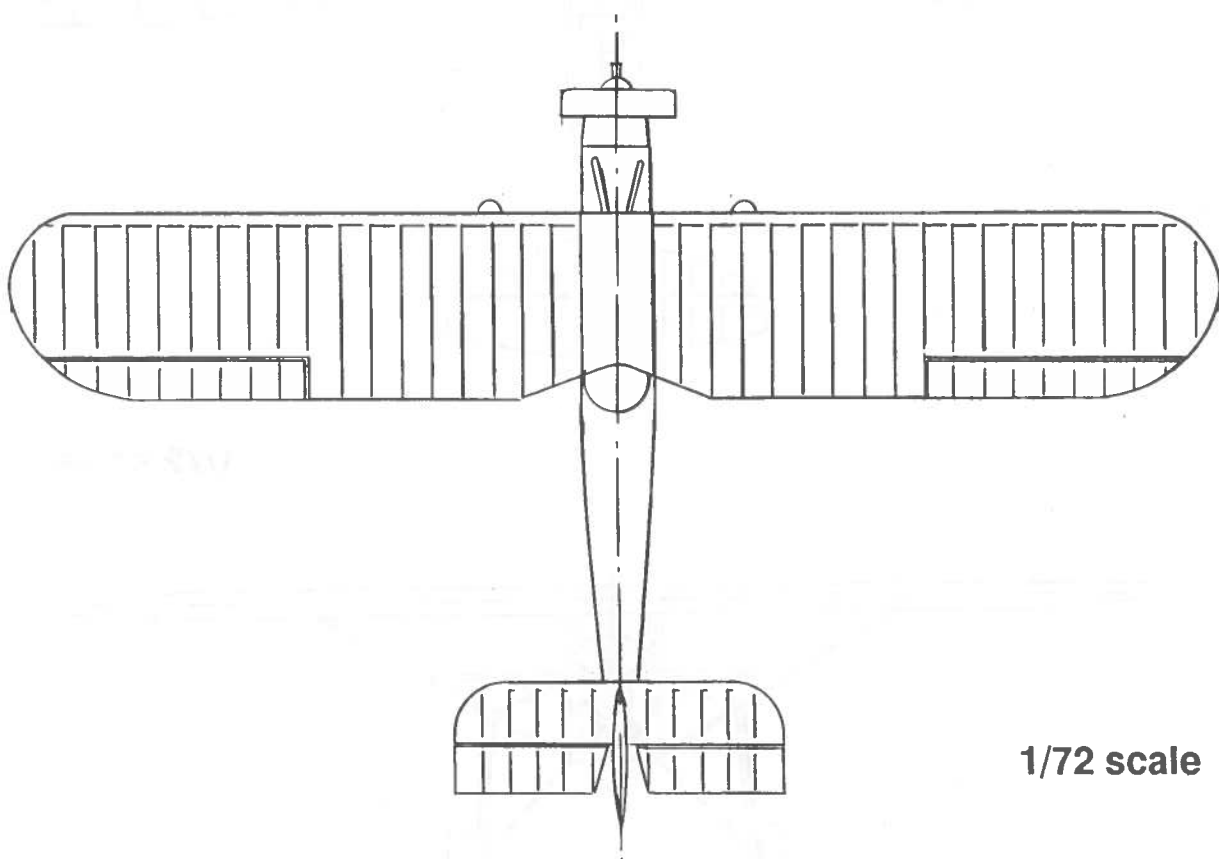
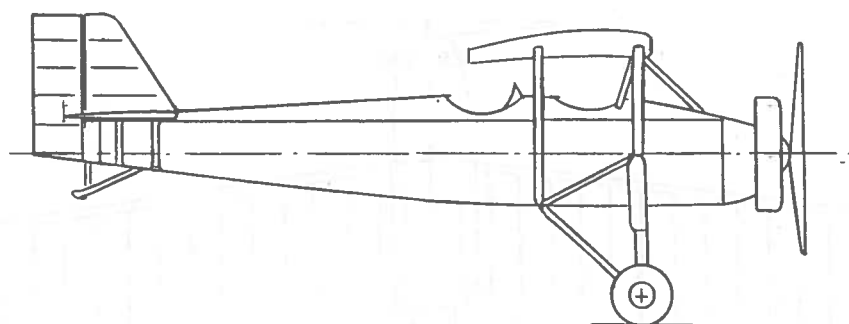
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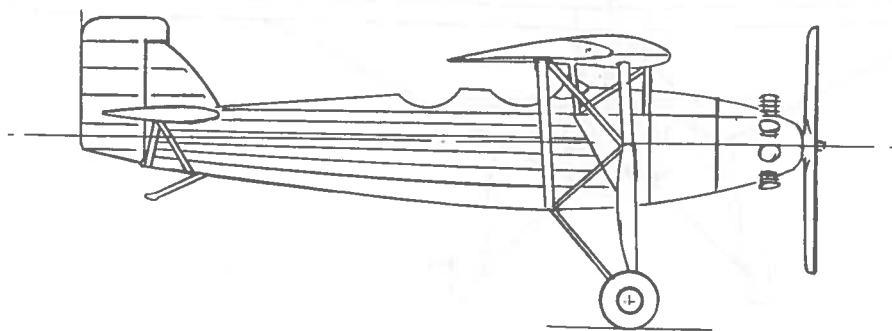
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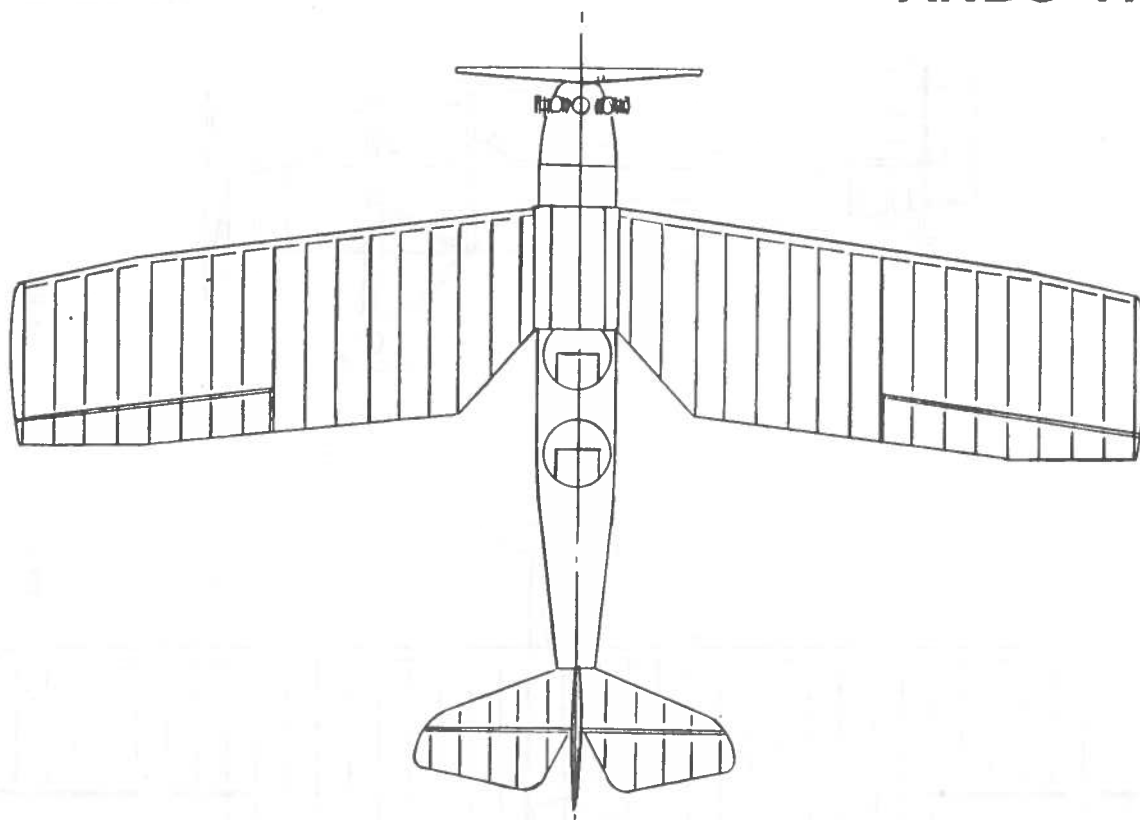
ANBO 51



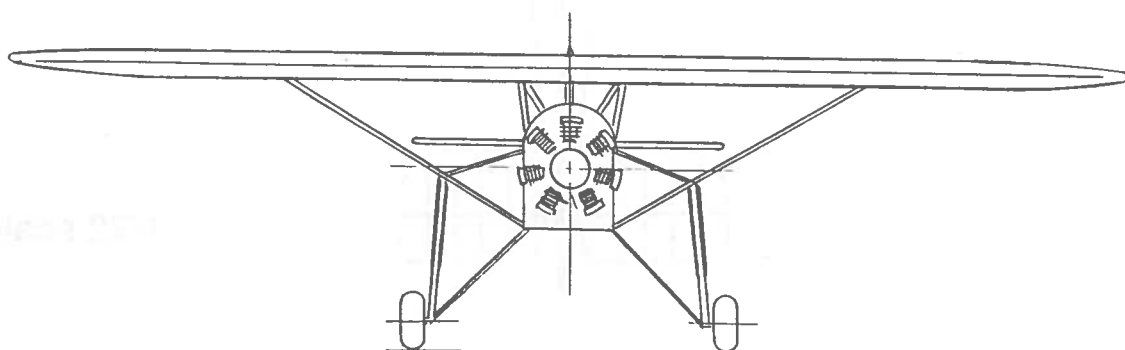
1/72 scale



ANBO-VI



1/72 scale



at least 30 variants. It was used extensively in both WWII and in the Korean conflict, and was in production as late as 1954 in Poland. NATO's code name was, rather appropriately, MULE. Our GIs in Korea had various names for it, but the only printable one was "Bed Check Charlie".

The kit has four sprues of fairly flash-free, light grey plastic with crisp raised details. There are three clear parts: two windscreens (both were broken and one was only half formed in my kit) and a large canopy which mates with the hull extension for the VIP version. This canopy is a bit thick, but clear and it should be serviceable. The decals are for Soviet yellow "11" (same as the KP kit), and Polish VIP transport yellow "1". The register is very poor with lots of color bleed; they look almost as if they were done by hand. Obviously they're not useable, but then who uses kit decals anyway? Directions are in Russian but include fairly comprehensive drawings. With the exception of the decals, I consider this an excellent kit that can be built right out of the box. The super detailer would probably do something with the engine and interior. The small air force enthusiast will want a number of these kits as it was used by everybody and his uncle in the eastern block. I've come up with photos of Czech, Polish, and North Korean aircraft. I'd sure like to see an Afghan or Albanian example. Anybody out there who can help?

Rick Webber (SAFCH #923), 6923 Arboreal, Dallas, TX 75231.

SPITFIRE Mk IX UTI, 1/72-scale injection-molded kit by Farmtex Poland.

This is the first two-seat Spitfire I've come across as a complete, as opposed to conversion, kit. It will be a welcome addition to my collection as it is an excellent small air force subject. The kit is rather rough and it looks like it will take a lot of work to make a decent model. The kit consists of some 22 small parts on one sprue, four wing panels on a second sprue, two separate fuselage halves, and two clear canopies. The white plastic is rather brittle and discolored in places. The clear parts are thick and a bit rough in texture. They will require polishing or replacing. Surface detail is generally recessed with some panels having raised edges. All the small parts are pretty poor, so I expect to be raiding the parts box fairly heavily. The fuselage and wings look OK.

The instructions are in Polish and include a FROG-type exploded view. Decals are fine, but all you get are 8 Soviet stars. The box is moderately sturdy and has a color drawing on the back with painting instructions in very poor English.

Almost everybody that used the Spitfire IX to any extent had some two-seaters around. I've identified the following as users of this versions: Belgium, Israel, Holland, Italy, USSR, France, Egypt, Greece, Czechoslovakia, Denmark, South Africa, Turkey, Norway, Yugoslavia, Burma, Argentina, Ireland, India, and Iraq, but I've only been able to find photos of the Indian and Russian examples. A great SAFO article could be done on this subject. Anyone out there interested?

Rick Webber (SAFCH #923), 6923 Arboreal, Dallas, TX 75231.

"For those interested in card models an excellent new series by DESIGN is available from Poland. These have to be seen to be believed! The MiG-29 (1/32 scale) has 140 pieces printed on hard card stock. Details include landing gear, missiles, full cockpit, and sensor ball as well as aerials in crisp and reasonably accurate color. The kit also included a decal sheet which features a raft of representative small stenciling as well as the national insignia (Soviet), nose numbers, and MiG logo. The text includes color photos of various airframes and markings detail - just beautiful! DESIGN kits should be available from your Polish correspondent."

Jim Lyzun (SAFCH #920), RR #5 Thunder Bay, Ontario, Canada P7C 5M9.

Squadron Mail Order is now carrying the excellent MPM kits from Czechoslovakia at very reasonable prices. Their September Supplement lists the following: 1/72-scale injection-molded Zlin C.106/Bu-181 \$7.95, Mi-1 \$7.95, & La-9/11 \$10.95; 1/48-scale injection-molded Aero C.104/Bu-131 \$10.95; 1/72-scale vacuform kits KOR.1 \$7.95, Polikarpov R-5 \$7.95, Sukhoi Su-9 \$7.95, & Sukhoi Su-5 \$7.95; and 1/48-scale vacuform kits Avia AV-135 \$7.95, Avia B-534-1 \$7.95, Avia B-534-IV \$7.95, Polikarpov I-16 \$7.95, Polikarpov I-15 \$7.95, & Polikarpov I-153 \$7.95. Their address is: 1115 Crowley Dr., Carrollton, TX 75011-5010.

AEROSPATIALE GAZELLE

Planned in 1964 by Sud Aviation as an Alouette III successor, the Gazelle was intended to provide a faster, more maneuverable light helicopter for military operators. Combining glass-fiber rigid rotor technology developed in conjunction with Bolkow of West Germany, and built jointly with Westland in the UK, the Aerospatiale Gazelle is truly an international venture. Sleek and elegant in appearance, and successful in the world market, today's SA 342 belies the considerable teething problems which beset the type's early days. In addition to the rigid rotor system, the Gazelle was to take advantage of a featherable "fenestron" enclosed tail "fan" (which was to be shut down in forward flight, allowing all power to be transferred to the main rotor), a T-tail, and a more powerful Turbomeca engine.

When the first production SA 341 finally appeared in 1971, compromises dictated by flight trials resulted in a semi-articulated main rotor head with a full-time fenestron, tail-boom mounted elevators with endplate fins, and an Astazou III engine of similar power to the Alouette. Another year passed before severe vibration problems were rectified, and even then early production examples had their share of additional troubles. The definitive SA 341 is powered by a 590-shp Turbomeca Astazou IIIA, and is essentially an Alouette II upgrade, with a totally enclosed fuselage structure and five-seat

cabin. It has been delivered in various civil and military versions, which differ mainly in equipment fit. An improved fenestron and a change to the 858-shp Astazou XIVH in 1977 resulted in the SA342. Military versions can carry the Euro-missile HOT anti-tank missile or GIAT 20-mm cannon on outrigger pylons, as well as other weapons. Although it has been criticized as insufficiently robust for survival in the battlefield environment, over 1000 military Gazelles have been sold. The French Army (ALAT) and the British armed forces (AAC, RN & RAF) are, as to be expected, the largest Gazelle users. At least 17 other countries have purchased military Gazelles. Yugoslavia (the first foreign customer) and Egypt produce and/or assemble Gazelles under license at Soko and Helwan respectively. Iraq, Kuwait, Morocco and Syria are among the larger users of SA341/342s, while Abu Dhabi, Burundi, Cameroon, Chad, Guinea, Ireland, Kenya, Qatar, Rwanda, and Senegambia all operate a few; Trinidad and Tobago reportedly has a single example.

At least three plastic model kits of the Gazelle can be found. Heller has one in 1/50 scale and another in 1/100, while Airfix offers theirs in 1/72. The most recent release of the 1/50 scale kit features a HOT-armed SA 342L of the ALAT, with upturned exhaust and FM aerials. I have not examined this kit, but it seems to result in an accurate Gazelle. It is an

older molding, though, and probably could use some additional detail. The 1/100 version, in Heller's unpredictable Cadet range, is not to be overlooked. Most recently issued in red/white RAF trainer markings, the kit can also be found in the orange-trimmed civil colors of the SA 341 Aerospatiale demonstrator. Although simple, this kit is one of the best in the Cadet series and it builds up nicely. The fuselage front halves are molded in rather thick clear plastic, but when assembled and painted the model is very appealing. The Airfix 1/72 kit is a cleanly-pressed model with fair interior and rotor-head detail. The transmission fairing is oversimplified, and no armament is provided, but the clear parts are nicely cast and surface detail is very petite. The 1/72 builder will not be disappointed with this kit, except for the dull British Army color scheme.

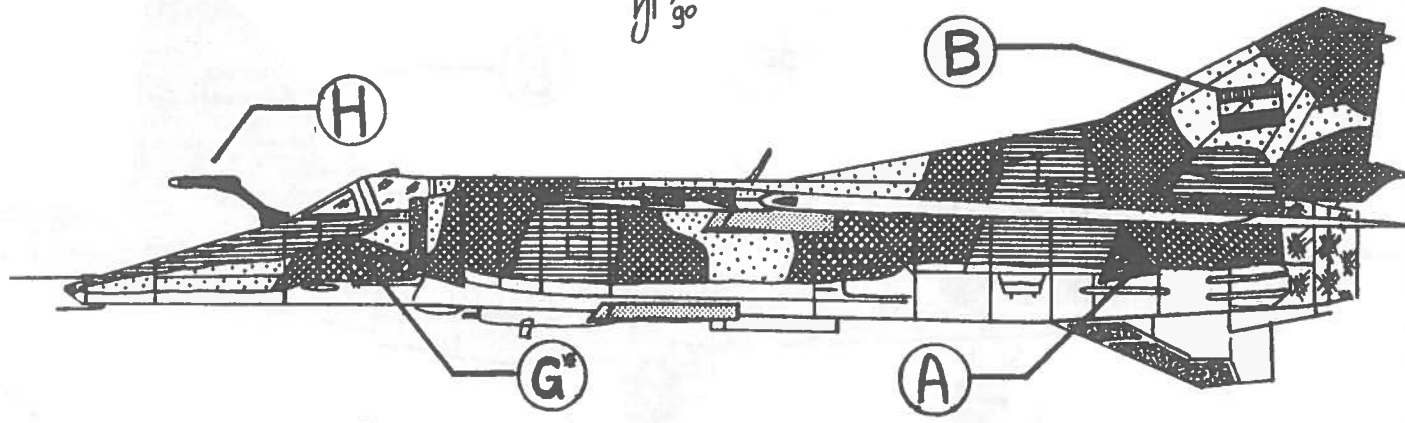
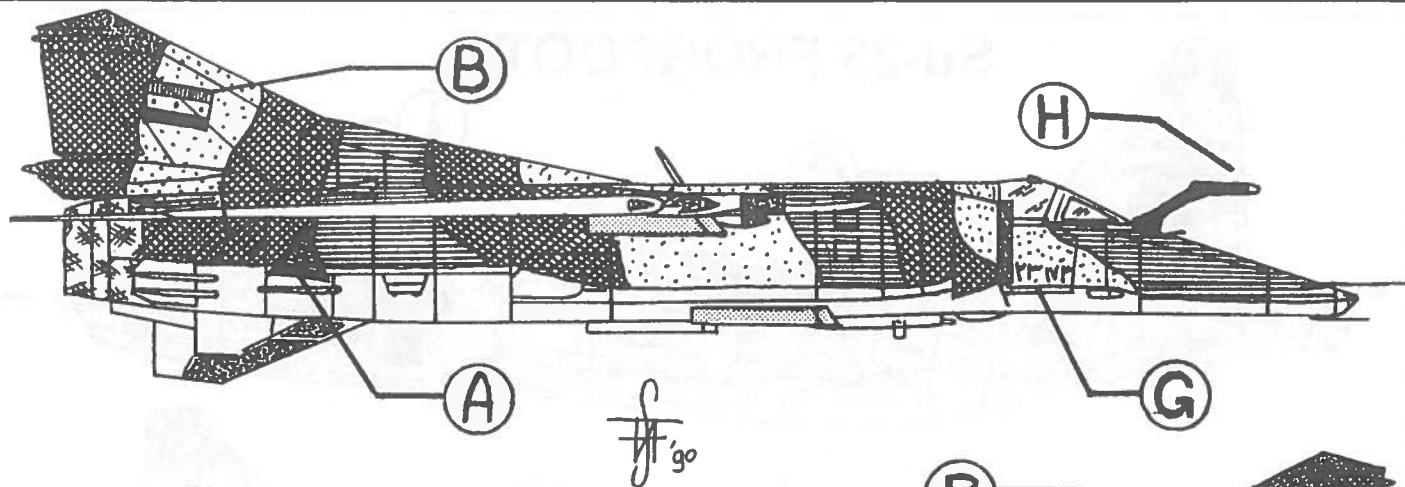
The Gazelle is an attractive aircraft from any point of view, and is worthy of further study. I have included an excellent 5-view drawing by Hubert Cance to inspire you all to dive into your files on the Gazelle and join our Aerospatiale Research Project.

Bill Devins (SAFCH #557), 107 Troy Hills Rd, Whippany NJ 07981 USA.

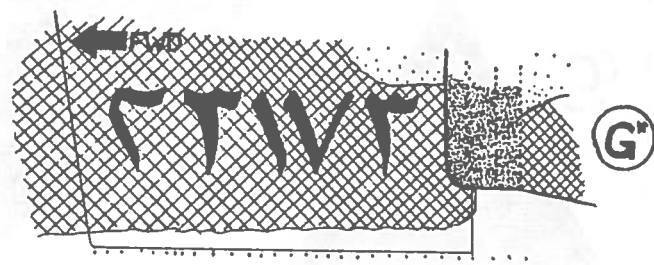
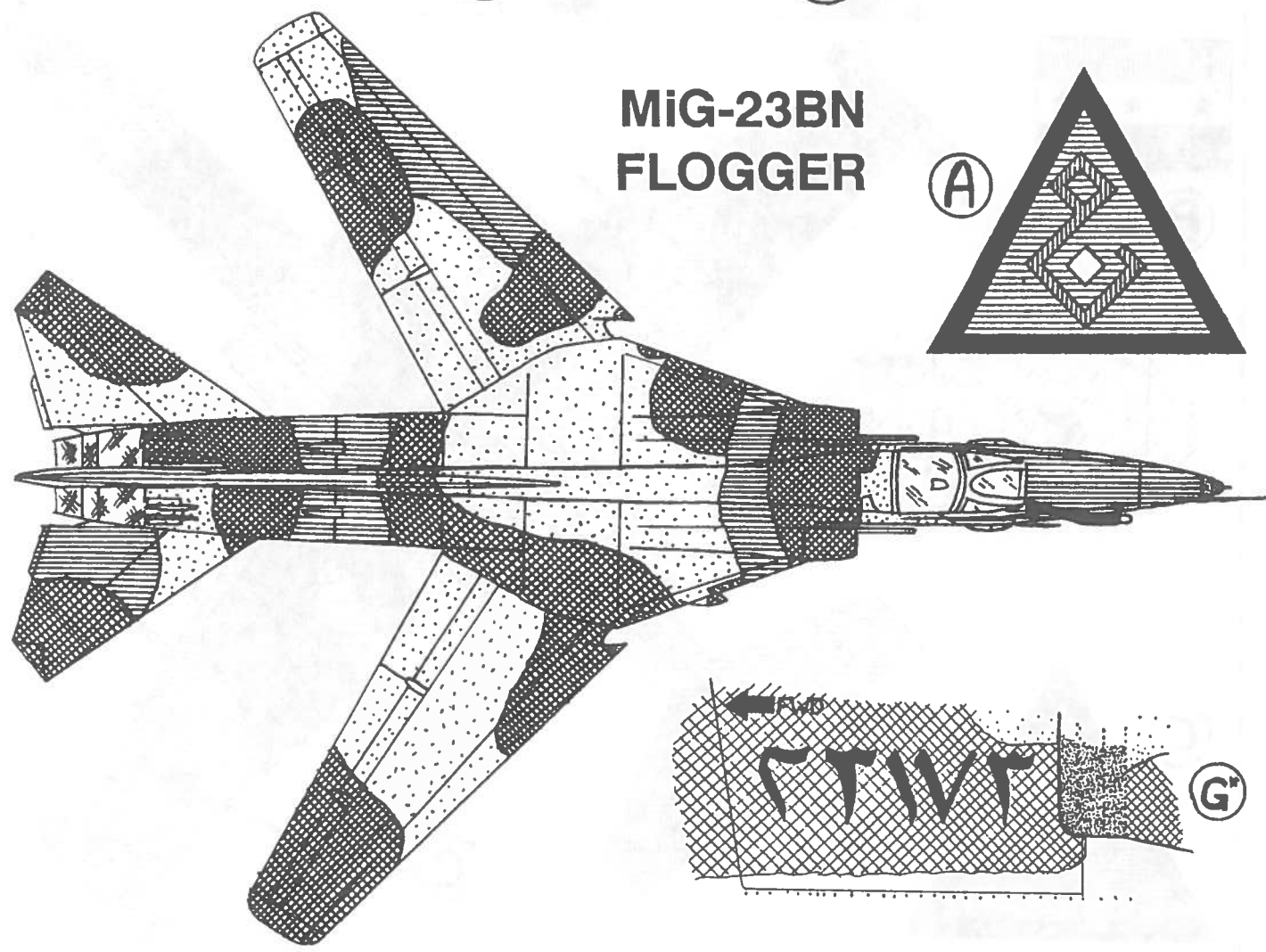
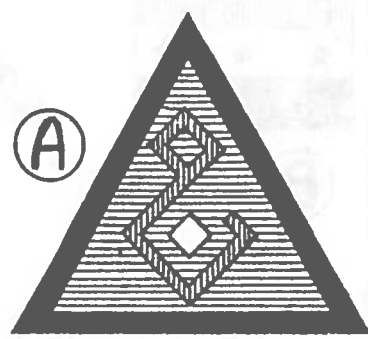
Country	Service	Type
Abu Dhabi	Air Force	SA.341 (?)
Burundi	Air Arm	SA.341 (?)
Cameroun	Air Force	SA.341 (?)
Chad	Air Force	SA.341 (?)
Egypt	Air Force	SA342L
France	Army	SA.341F, M, 342M
	Civil	SA.341G, 342J

Great Britain	Air Force	SA.341D, E
	Army	SA.341B
	Navy	SA.341C
Guinea	Air Force	SA.341 (?)
Iraq	Air Force	SA.342L
Ireland	Army Air	SA.342L
Kenya	Air Force	SA.341 (?)
Kuwait	Air Force	SA.342K, L

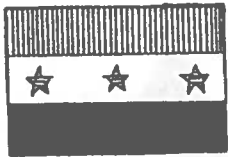
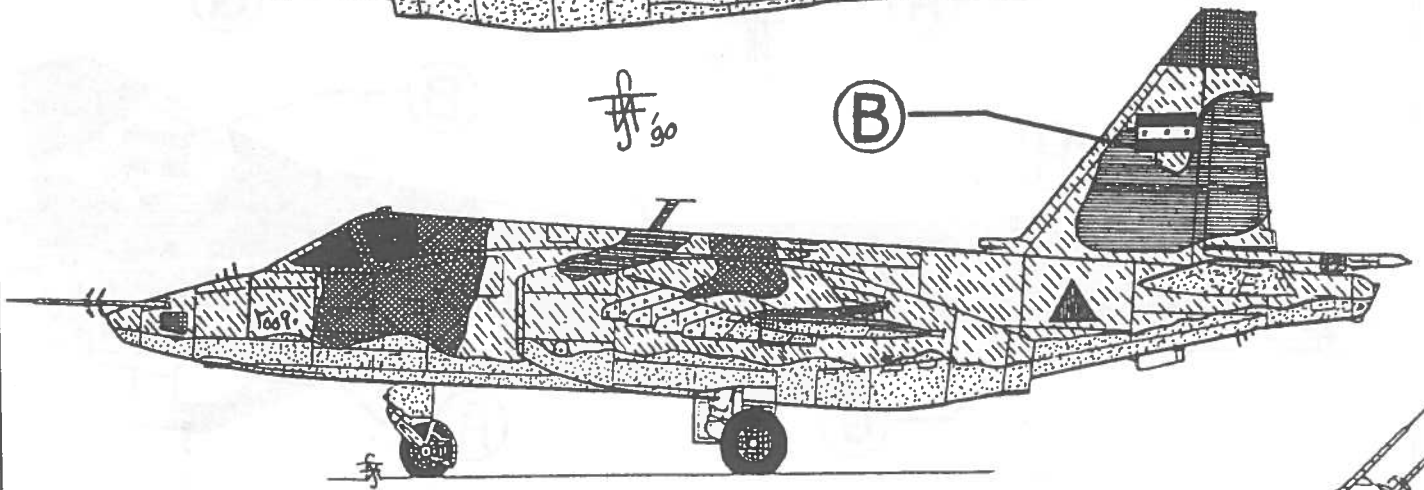
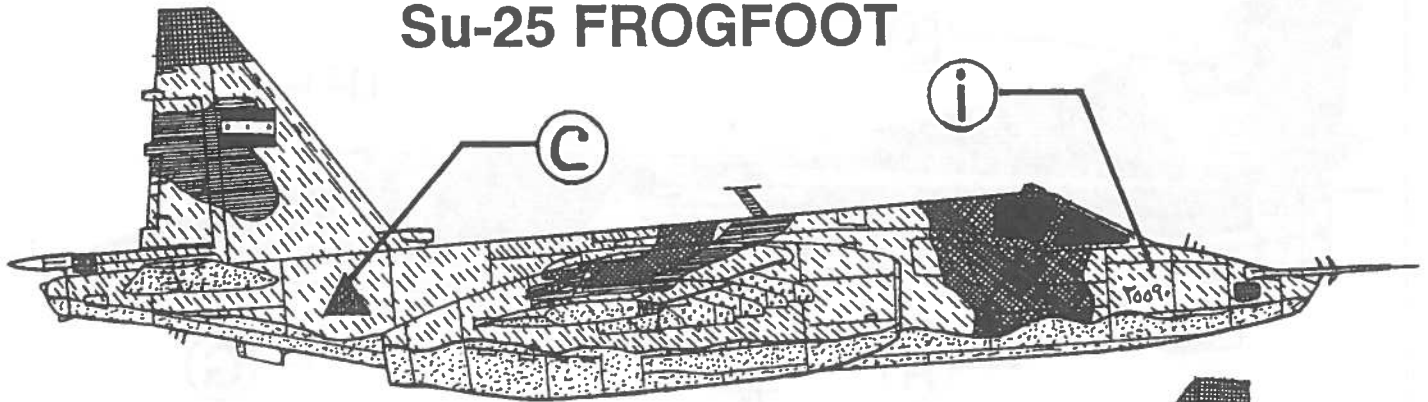
Morocco	Police	SA.342K, L
Qatar	Police	SA.341 (?)
Rwanda	Air Force	SA.341 (?)
Senegambia	Air Force	SA.341 (?)
Syria	Air Force	SA.342L
Trinidad/Tobago	Air Force	SA.341 (?)
United States	Civil	SA.341G
Yugoslavia	Air Force	SA.341H, 342L



**MiG-23BN
FLOGGER**

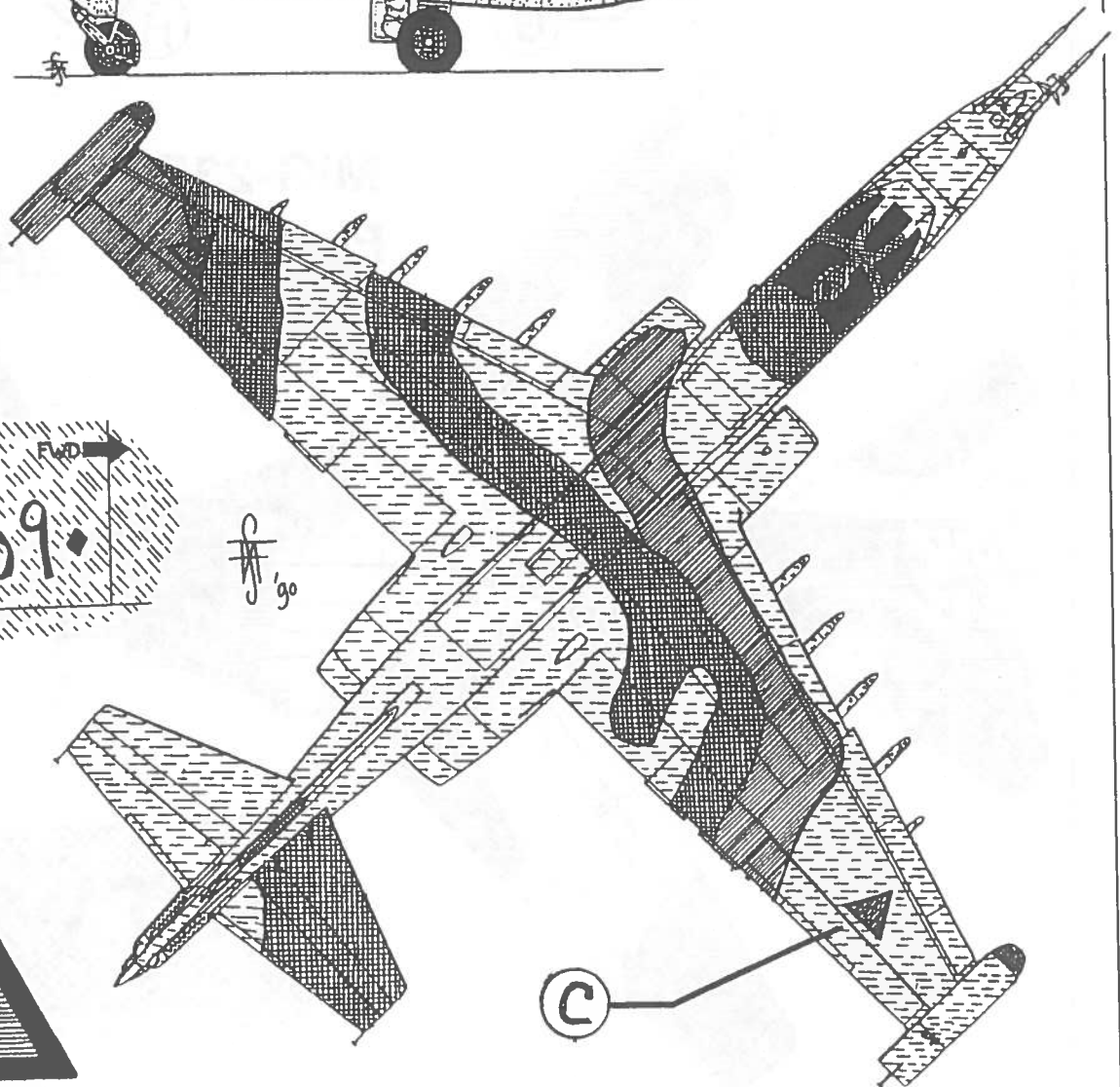
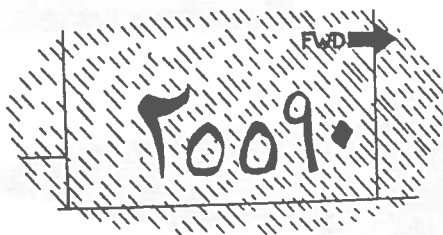


Su-25 FROGFOOT



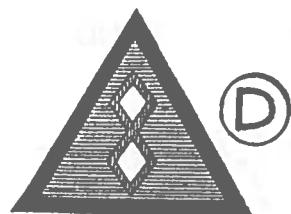
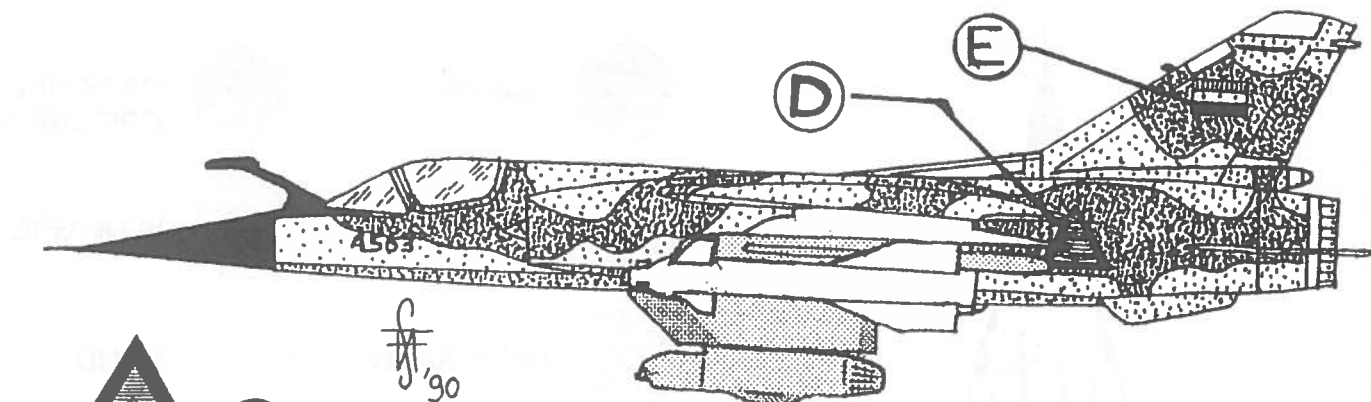
(B)

i

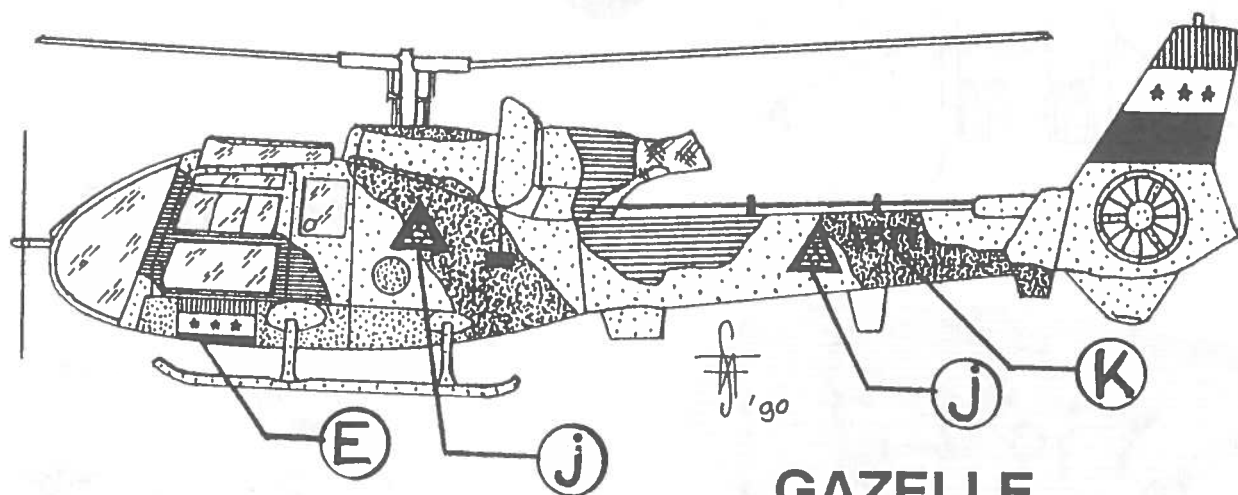
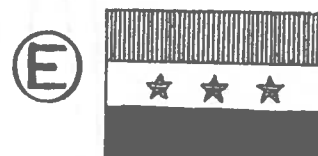


(C)

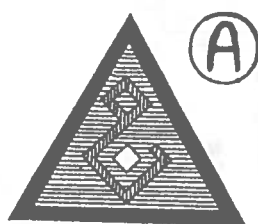
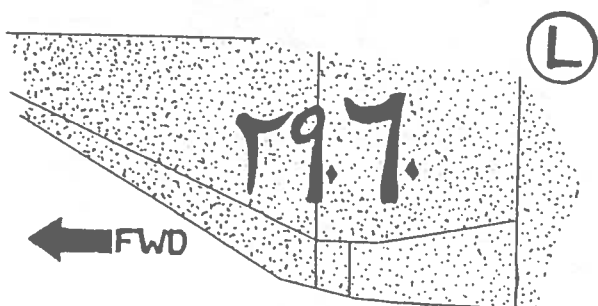
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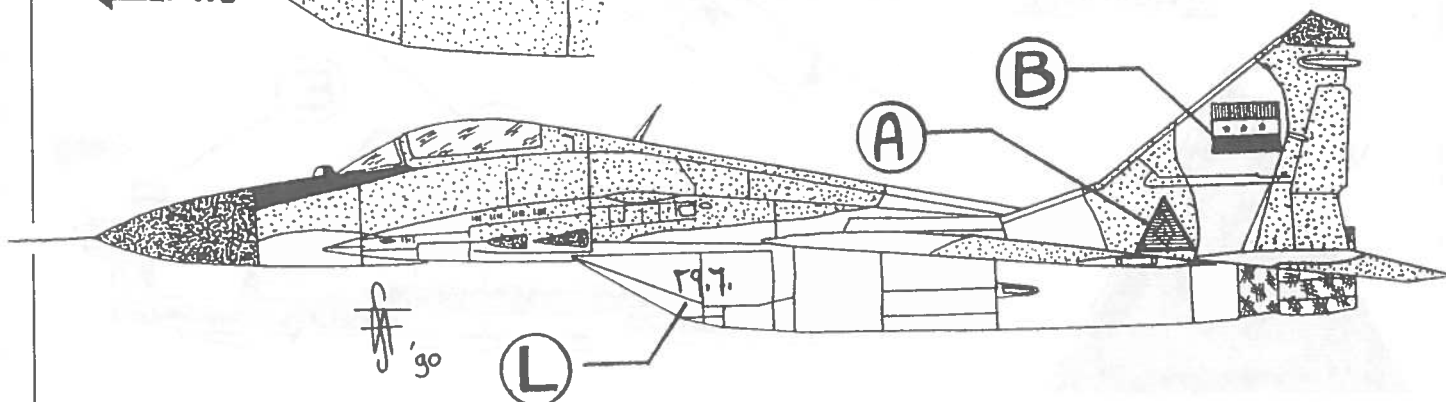
MIRAGE F-1EQ

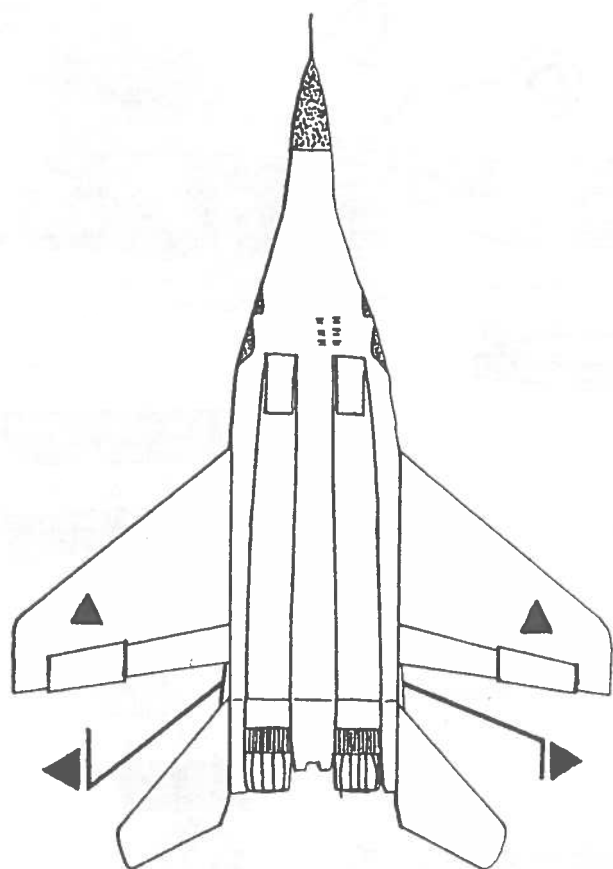


GAZELLE

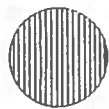


MiG-29 FULCRUM





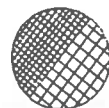
GREEN



RED



DARK SAND



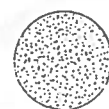
BROWN



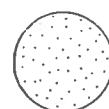
BLACK



DARK GREY OR
GREY BROWN



BLUE GREY

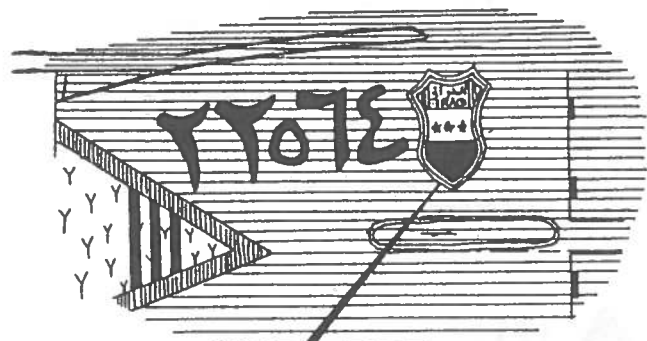


SAND



BURNED
METAL

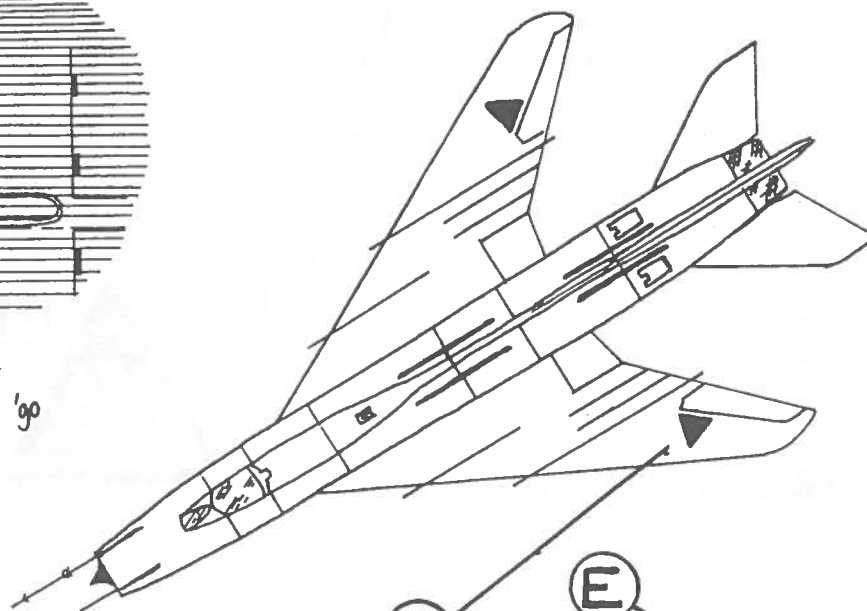
Su-22 FITTER



(M)



س ٢٢٥٦٤

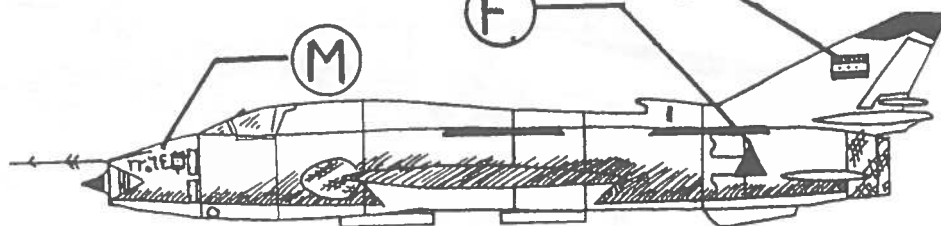
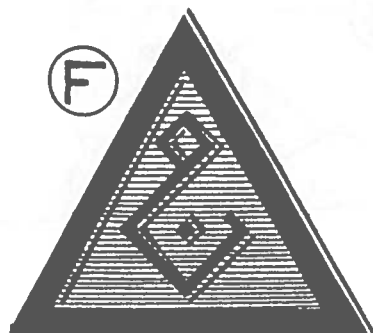


(F)

(E)

(F)

(M)



LETOV S-328 & ARADO Ar-96 (1/72). "Let me introduce SAFO readers to a new line of decals from Poland. DELTA-HOBBY is producing more than 20 different decals sheets, most of which are for USAF and RAF WWII aircraft. However, SAFO readers may be interested in sets #001 and #007.

"#001: This sheet provides decals for 3 Czech-designed S-328 biplanes in Luftwaffe service. Two (SE + WK & BH + BJ) operated from Olomouc, about 200 km east of Prague, and have dark green upper surfaces with light blue undersides. The third (TQ + BB) is grey overall and was, most probably, from the same unit as the first two machines. A color drawings of this latter machine appeared in L + K 9/68, where the rudder and engine cowl were shown in yellow.

"#007: This sheet contains decals for two Luftwaffe machines serving with training units; yellow '254' and black '31', and an AR-96B1 of the Hungarian Air Force. This latter aircraft is in the color scheme used during 1941; overall grey with yellow wingtips, yellow band around the fuselage just aft of the canopy, chevron national insignia, and black serial G.408.

[Editor's Note: Both sheets, measuring 8.5 cm by 12 cm, are well printed with generally good registra-

tion (the red on some of the Ar-96 unit insignia needs a little touching up). Neither sheet contains the swastika for the tail, but these are readily available from other sources.]

Daniel Petz (SAFCH #623), Na La'dvi' 21, 182 00
Praha 8, CZECHOSLOVAKIA.

ALBATROS DVa "STROPP", (1/48). IPMS-Spruce Goose have produced a simple but elegant sheet of decals designed for the Glencoe Albatros DVa and representing the aircraft on display at the Smithsonian Air and Space Museum.

The 8 cm by 13 cm sheet is sharply printed in black and white with perfect register. Included are national insignia, "Stropp", "D.7161/17", instrument faces, and numerous stenciling including the markings on the struts. The lozenge camouflage must be obtained from Americal/Gryphon Decals, and the green stripes on the tail surfaces are not provided. These decals are available from IPMS-Spruce Goose, 929 Jasmine Circle, Costa Mesa, CA 92626. The price is \$3.50 post paid, and please include a return label. For air mail delivery add \$1.50.

WWII RCAF SQUADRONS.. "Two new colourful sheets of 1/72 scale decals from IPMS Canada, celebrating WWII RCAF Squadrons. The 111 Sqn.

sheet contains markings form a Lysander, Blackburn Shark, three Kittyhawks and a P-40K. the 400 Sqn. sheet contains a Lysander, a Tomahawk, two Mustangs Is, a Mossie PR XVI, and a Spit XI. These 5" x 7" sheets are beautifully printed and come with illustrated instruction sheet. Price of each sheet is \$6.00 plus \$1.00 per order for shipping." IPMS-Canada, Box 626, Stn. B, Ottawa, Ontario, K1P 5P7 Canada.

MiG-21. Model-Aire International, PO Box 159, Olema, CA 94950. MAI's "first decal sheet is ready and awaits the instruction sheet. The subject is the MiG-21, something that should prove popular with new kit releases this year. As with our kits, reserve now (no deposit is needed) and you shall be notified when they are ready." This decal sheet, measuring 16 cm by 13 cm, contains markings for USSR, Egypt, India, Bangladesh, and East Germany with national markings, serials and numbers, and squadron insignia. The printing is very sharp and the registration right on. I don't know what markings Fujimi is going to provide with their kits, but India and Egypt are unlikely and Bangladesh is improbable. These deals are highly recommended.

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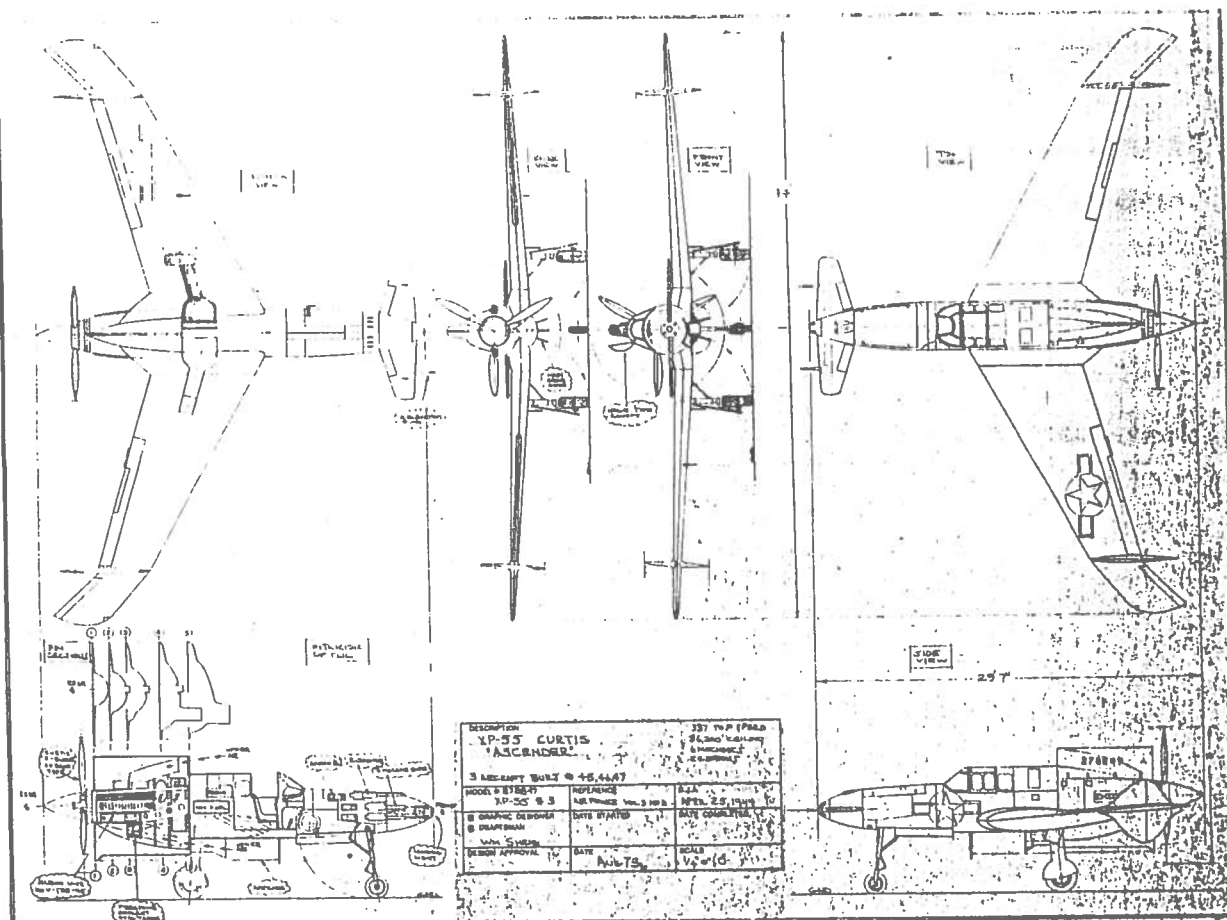
Bill Shenk (SAFCH #599) has kindly made available to SAFCH members his collection of 1/48-scale drawings. Bill does these drawings as a preliminary to scratch building models for IPMS contests where they have won many awards including Best of Mater Modelers. Bill has donated these drawings to the SAFO as "his way of helping SAFO by 'writing an article'". He wants no monetary compensation and suggests that proceeds from the sales go into our sponsorship fund.

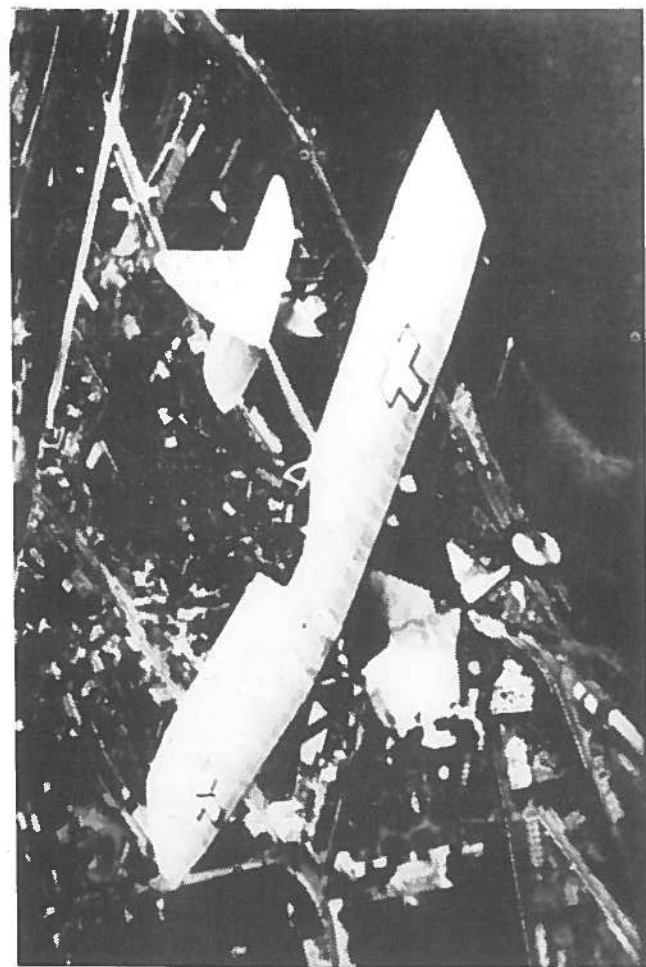
Each of the 14 available drawings, in "blue-print" format (18 inches by 24 inches), consists of four or more views, and usually includes cross sections and interior detail. (See sample reprinted below at greatly reduced scale.) A list of drawings presently available is included in the SAFCH Sales Service announcement in this issue. Bill is currently working on another group of 10 drawings which he says he will make available if enough interest is shown in this first set.

[Editor's Note: Bill

mentions sending \$20.00 to Model USA for two of their 1/48-scale Bird Dog kits (mentioned in SAFO #47), but he never got the kits or any reply to his letters after one dated 27 October 1988 saying that

production was delayed to correct defects in the molds. If anyone has had either bad or good interactions with Model USA, let me know and I'll pass the information on to SAFO readers.]





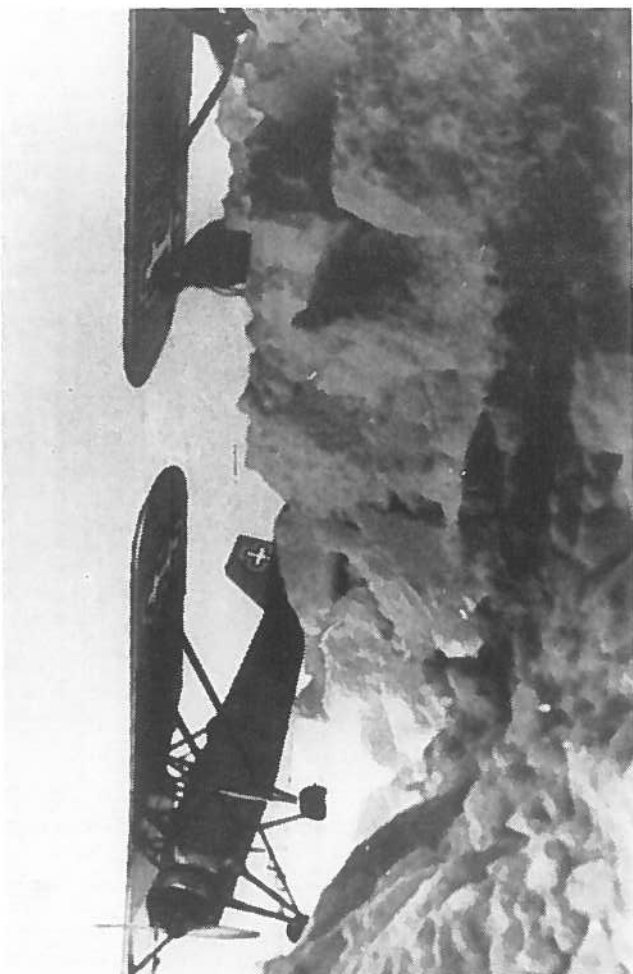
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